

Date of Committee: 11 November 2020

Application Number and Address:

DC/20/00323/FUL
 Site bounded by Mill Road, Hawks Road and South Shore Road
 Gateshead

Applicant:

Ask Patrizia (GQ) Ltd

Proposal:

Erection of indoor events arena (use class D2), conference and exhibition centre including meeting rooms and associated facilities (use class D1 and D2), dual branded hotel with roof top bar (use class C1), provision of retail and leisure floorspace (use class A1, A3 and A4) and outside performance square with landscaping, public realm and infrastructure work as well as associated engineering operations, security measures and signalised crossing (additional information and amended plans received 15/09/20 and amended 12/10/20).

Declarations of Interest:

Name	Nature of Interest
None	None

List of speakers and details of any additional information submitted:

Mr Peter Bauckham spoke in objection to the application.

Mr Harvey Emms spoke in favour of the application.

Reason for Minor Update:

Clarification on provision of a Road Safety Audit, security measures, full wording of proposed conditions 1-66 referenced in the main agenda report and suggested additional conditions where considered appropriate.

Road Safety Audit

As outlined in paragraphs 5.107 and 5.123 of the main agenda report, an independent stage 1 road safety audit has been requested by officers and undertaken. Through detailed discussions between Council officers and the development (design) team an agreed response to each of the problems raised by the audit team has been identified. Where required these actions have been included in the wording of appropriate planning conditions.

Security measures

As outlined in paragraph 5.112 of the main agenda report, further discussions regarding turning manoeuvres for large vehicles at either end of proposed closure points on South Shore Road were planned between Council officers and the development (design) team. These discussions have taken place as part of the Road Safety Audit process set out above and an agreed

response to the issue has been identified. Therefore, an appropriately worded condition has been added to address this issue.

Main agenda condition wording

The full wording of the proposed conditions 1-66 is as follows:

1

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

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TO FOLLOW

Reason

In order to ensure that the development is carried out in accordance with the approved plans.

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

Prior to commencement of the development hereby approved (including vegetation clearance works and erection of site security hoardings but allowing for archaeological fieldwork), a Construction Environment Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The Statement shall provide for:

- i. the parking of vehicles of site operatives, contractors and visitors
- ii. loading and unloading of plant and materials
- iii. storage of plant and materials used in constructing the development
- iv. the erection and maintenance of security hoarding
- v. wheel washing facilities
- vi. measures to control the emission of dust and dirt during construction
- vii. a scheme for the recycling/disposing of waste arising from construction works.
- viii. phasing?
- ix. measures to minimise noise during the construction phase including:
 - a. Selection of appropriate equipment and construction methods;
 - b. Plant to be located as far away as is reasonably practicable from noise-sensitive receptors;
 - c. Static plant/equipment fitted with suitable enclosures or screening where practicable;
 - d. Temporary hoardings/screens around the site boundary or specific activities as appropriate;
 - e. Site personnel instructed on BPM to reduce noise and vibration as part of their induction training and as required prior to specific work activities;

- f. Appropriate management of working hours for noisier tasks; and
- g. Liaison with residents in advance of works commencing to provide information regarding the programme.
- x. protection and mitigation of river species such as otters etc.
- xi. management of Invasive Non Native Species
- xii. preventing pollution of sensitive receptors including the River Tyne
- xiii. measures to control/minimise disruption to the highway network during peak periods
- xiv. provision to ensure the construction of the new development would not undermine the structural integrity of the Coal Drops.

In addition, all works and ancillary operations in connection with the remediation of the site and the construction of the new development, including the use of any equipment or deliveries to the site shall be carried out only between 0700 hours and 1900 hours unless otherwise approved in writing by the Local Planning Authority.

Reason for prior to commencement condition

To safeguard the sensitive environmental features that have the potential to be affected by the construction of the proposed development in accordance with policy CS14 of the Core Strategy and Urban Core Plan and policy ENV61 of the Unitary Development Plan.

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

The development shall be carried out in accordance with the Construction Environment Management Plan approved under condition 3 at all times during construction.

Reason

To safeguard the sensitive environmental features that have the potential to be affected by the construction of the proposed development in accordance with policy CS14 of the Core Strategy and Urban Core Plan and policy ENV61 of the Unitary Development Plan.

5

Prior to commencement of the development hereby approved (including vegetation clearance works and erection of site security hoardings) a programme of archaeological fieldwork (to include evaluation and where appropriate mitigation excavation) must be completed. This shall be carried out in accordance with a specification provided by the Tyne and Wear Archaeologist.

Reason for prior to commencement condition

The site is located within an area identified as being of potential archaeological interest. The investigation is required to ensure that any archaeological remains on the site can be preserved wherever possible and recorded, in accordance the NPPF, Core Strategy Policies CS15 and UC14 and saved Unitary Development Plan Policies ENV21 and ENV22.

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.

6

The programme of archaeological fieldwork approved under condition 5 shall be implemented on site prior to the commencement of the development hereby approved.

Reason

The site is located within an area identified as being of potential archaeological interest. The investigation is required to ensure that any archaeological remains on the site can be preserved wherever possible and recorded, in accordance the NPPF, Core Strategy Policies CS15 and UC14 and saved Unitary Development Plan Policies ENV21 and ENV22.

7

The use of the development hereby approved shall not commence until the final report of the results of the archaeological fieldwork undertaken in pursuance of conditions 5 and 6 has been submitted to and approved in writing by the Local Planning Authority.

The report shall be produced in a form suitable for publication in a suitable and agreed journal.

Reason

The site is located within an area identified as being of potential archaeological interest. The investigation is required to ensure that any archaeological remains on the site can be preserved wherever possible and recorded and publication of the results will enhance understanding of and allow public access to the work undertaken, in accordance the NPPF, Core Strategy Policies CS15 and UC14 and saved Unitary Development Plan Policies ENV21 and ENV22.

8

Prior to commencement of the development hereby approved (except for vegetation clearance works, erection of site security hoardings and ground preparation and enabling works), an intrusive land contamination assessment, to assess the nature and extent of contamination on the site and whether or not it originates on the site shall be undertaken and its findings shall be submitted to and approved in writing of the Local Planning Authority. The report of the findings must include-

(i) a survey of the extent, scale and nature of contamination.

(ii) an assessment of the potential risks to,

- land stability
- human health,
- property (existing or proposed) including buildings, service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,

(iii) an appraisal of remedial options, and proposal of the preferred option(s)

including a timeline and phasing for the implementation of the remediation scheme.

The survey shall be conducted in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11.

Reason for prior to commencement condition

To ensure that risks from land contamination during construction and to the future users of the land and neighbouring land are minimised, together with those to controlled in accordance with policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and saved policies DC1 and ENV54 of the Unitary Development Plan.

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 remediation and mitigation schemes must be carried out in accordance with the details approved under condition 8. The Local Planning Authority shall be given written notification at least two weeks in advance of commencement of the remediation scheme works.

Before any part of the development hereby approved is first occupied and following completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development.

Reason

To ensure that risks from land contamination and coal mining legacies to the future users of the land and neighbouring land are minimised, together with those to controlled in accordance with policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and saved policies DC1 and ENV54 of the Unitary Development Plan.

10

In the event that contamination is found at any time when carrying out the approved development that was not previously identified and/or anticipated in the remediation and mitigation schemes under Condition 9, it must be reported in writing immediately to the Local Planning Authority. An updated investigation and risk assessment shall be undertaken and where remediation is necessary a revised remediation scheme shall be submitted to and approved in writing by the LPA in accordance with the requirements of condition 8, prior to the additional remediation being commenced.

Following completion of the measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the Local Planning Authority in accordance with condition 9 prior to first occupation of the development.

If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to

the extent specified by the Local Planning Authority in writing until this condition has been complied with in relation to that contamination.

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 in accordance with policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and policies DC1 and ENV54 of the Unitary Development Plan.

11

Further intrusive site investigations shall be carried out on site to establish the exact situation in respect of coal mining legacy features and the findings of these site investigations shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any piling operations. The intrusive site investigations shall be carried out in accordance with the Construction Industry Research and Information Association (CIRIA) publication Special Publication 32 "Construction over Abandoned Mine Workings". authoritative UK guidance.

Reason

To ensure that risks from land instability to the future users of the land and neighbouring land are minimised in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

12

Where the findings of intrusive site investigations required by condition 11 above identify that coal mining legacy on the site poses a risk to surface stability, a detailed remediation scheme to protect the development from the effects of such land instability shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any piling operations in those affected areas.

Reason

To ensure that risks from land instability to the future users of the land and neighbouring land are minimised in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

13

The remediation details approved under condition 12 shall be implemented on site prior to commencement of any piling operations in the areas where such remediation works are required on the site.

Reason

To ensure that risks from land instability to the future users of the land and neighbouring land are minimised in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

14

Prior to commencement of the development hereby approved (except for vegetation clearance works and erection of site security hoardings) a drainage construction

method statement (DCMS) relating to the proposed drainage system which will serve the completed development shall be submitted to and approved in writing by the Local Planning Authority. The content of the DCMS shall be in accordance with Appendix B6 of the CIRIA SuDS Manual, and Gateshead Interim SuDS Guidelines (Version 2 - March 2016) or as updated at the time of development commencing, for best practice.

Reason for prior to commencement condition

To ensure the works do not increase risk of flooding or pollution of watercourses in accordance with the NPPF and Policy CS17 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

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 drainage and construction method statement details approved under condition 14 shall be wholly implemented prior to first use of the development hereby approved in accordance with the approved details and retained for the full life of the development.

Reason

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

16

Prior to first use of the development hereby approved a SuDS and drainage maintenance plan, including maintenance details of all hard and soft SuDS features, shall be submitted to and approved in writing by the Local Planning Authority. The plan, which shall be in accordance with the principles set out in Gateshead Quays ES Addendum: Appendix 9 Water Resources – Flood Risk Assessment and Drainage Strategy (additional information) shall also set out details of the arrangements for the ongoing maintenance of the drainage system over the lifetime of the development and set out clearly where responsibility lies for the maintenance of all drainage features.

Reason

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

17

The SuDS and drainage maintenance plan approved under condition 16 shall be implemented prior the first use of the development and maintained as such for the life of the development.

Reason

To ensure appropriate drainage and the exploration as to sustainable drainage systems 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.

18.

Final details of a traffic signal plan to best manage traffic movements at the beginning and end of events, involving the optimisation of traffic signals at the following junctions in consultation with appropriate stakeholders:

- Hawks Road/Link Road
- Hawks Road/Mill Road/Quarryfield Road
- East Gate / Oakwellgate
- Oakwellgate/A184
- East Street
- Albany Road/Link Road
- Albany Road/A184,

Changes to the Albany Road/Park Lane junction and traffic management measures to control the flow of traffic travelling eastbound, including a timetable for delivery shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To best manage demand and minimise delays on the local network in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

19

The details approved under condition 18 shall be implemented in accordance with the approved timetable and retained as such thereafter.

Reason

To best manage demand and minimise delays on the local network in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

20.

Final details of a coaching parking strategy that manages the demand for available bays in the area, and review of existing Coach Parking at the Sage Gateshead to maximise availability shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure adequate coach parking provision is provided whilst safeguarding highway safety in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

21.

The details approved under condition 20 shall be implemented prior to first use of the development hereby approved and retained as such thereafter.

Reason

To ensure adequate coach parking provision is provided whilst safeguarding highway safety in accordance with the National Planning Policy Framework and

policy CS13 of the Core Strategy and Urban Core Plan.

22.

Final details of taxi infrastructure provision for both Hackney carriages and private hire operatives to serve the development shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure adequate taxi infrastructure provision is provided whilst safeguarding highway safety in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

23.

The details approved under condition 22 shall be implemented prior to first use of the development hereby approved and retained as such thereafter.

Reason

To ensure adequate taxi infrastructure provision is provided whilst safeguarding highway safety in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

24

Final details of the preferred taxi supplier arrangement and an associated management strategy to serve the development shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure adequate taxi infrastructure provision is provided whilst safeguarding highway safety in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

25

The details approved under condition 24 shall be implemented prior to first use of the development hereby approved and retained as such thereafter.

Reason

To ensure adequate taxi infrastructure provision is provided whilst safeguarding highway safety in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

26.

Unless otherwise agreed in writing with the local planning authority, Full details of the following pedestrian improvement measures together with a timetable for their delivery to support the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development:

- Measures to prevent general traffic using areas adjacent to the development site on South Shore Road and Hawks Road immediately following the end of major events.

- Mill Road/Quarryfield Road/Hawks Road junction signal timings and layout changes.
- 'Super crossing' on Hawks Road.
- Increased footway widths on the north side of Hawks Road adjacent to the development.
- Measures to allow closure of Hawks Road and Quarryfield Road to traffic from the entrance of the proposed MSCP and Quarryfield Road car parks respectively to ensure a safe environment for pedestrian's post event travelling towards these car parks.
- Traffic signal timing requirements for A167 crossing from East Street towards High Street to meet pedestrian flow requirements.
- Introduction of signage/other measures to deter pedestrians crossing to Auto Trader site from Hawks Road.
- Review of signal timings and crossing layout at East Street to ensure timing and infrastructure are suitable for peak pedestrian demand.
- Review of the existing two stage pedestrian crossing at the south end of the Tyne Bridge and implementation of improvements to ensure peak pedestrian demand can be accommodated.
- Widening of footway on south side of Hawks Road between the Quarryfield Road junction and new multi storey car park.
- A way-marking strategy directing pedestrians between the development site and Gateshead interchange/town centre, as well as though the site and to and from car parks.

Reason

To ensure adequate pedestrian infrastructure provision is provided to safeguard highway safety in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

27.

The details approved under condition 26 shall be implemented prior to first use of the development hereby approved and retained as such thereafter.

Reason

To ensure adequate pedestrian infrastructure provision is provided to safeguard highway safety in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

28.

Unless otherwise agreed in writing with the local planning authority the internal lifts at the northern entrance of the CoEx off South Shore Road and at the entrance of the dual branded hotel shall be accessible 24 hours a day, every day and shall be retained as such for the life of the development (other than for maintenance reasons) unless alternative suitable provision has been provided.

Reason

To ensure that a fully accessible route through the site is maintained at all times in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan and the Gateshead Quays Development Framework.

Final details of the external handrails and cycle channels shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure the safety of highway users in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan and the Gateshead Quays Development Framework.

30

The details approved under condition 29 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

To ensure the safety of highway users in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan and the Gateshead Quays Development Framework.

31.

A strategy to manage access to Maidens Walk as highway to and from 'Performance Square' in line with security proposals associated with large events shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure the safety of highway users in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan and the Gateshead Quays Development Framework.

32.

The details approved under condition 31 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

To ensure the safety of highway users in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan and the Gateshead Quays Development Framework.

33.

Final details of the cycle channels to allow cyclists to wheel their bikes through the stepped parts of the site shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure cycle provision through the site is provided in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan and the Gateshead Quays Development Framework.

34.

The details approved under condition 33 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

To ensure cycle provision through the site is provided in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan and the Gateshead Quays Development Framework.

35.

Notwithstanding the details on the submitted plans, final details of secure, weatherproof parking for at least 42 bicycles for use by visitors and 40 long stay staff bicycle parking together with locker and shower facilities shall be submitted to and approved in writing by the Local Planning Authority prior to the first use of the development hereby approved.

Reason

In order to ensure adequate provision for cyclists and in compliance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Council Cycling Strategy.

36.

The secure, weatherproof cycle parking facilities approved under condition 35 shall be implemented before the first use of the development and maintained as such thereafter unless otherwise approved in writing by the Local Planning Authority.

Reason

In order to ensure adequate provision for cyclists and in compliance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Council Cycling Strategy.

37.

Final details of a public transport strategy relating to the operation of a public transport shuttle service between Gateshead Interchange and St Mary's Square, proposals for the diversion of existing services and the communication proposals that will encourage use of public transport shall be submitted to and approved in writing by the Local Planning Authority prior to the first use of the development hereby approved.

Reason

To ensure adequate public transport provision to serve the development in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Quays Development Framework.

38.

The details approved under condition 37 shall be implemented prior the first use of the development and retained as agreed within the final strategy.

Reason

To ensure adequate public transport provision to serve the development in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Quays Development Framework.

39.

Final details of the highway works proposed on Hawks Road, Mill Road and South Shore Road, including access points, enhancements to the public realm, changes to pedestrian and cycle provision, alterations/relocation of existing bus stops and the associated works shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure safe and sustainable access to serve the development in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Quays Development Framework.

40.

The details approved under condition 39 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

To ensure safe and sustainable access to provision to serve the development in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Quays Development Framework.

41.

A comprehensive service management plan for each element of the development that clearly details how the service yards and service access to the retail units will operate and be managed, including a HGV Movement Management Strategy, to ensure there is no material impact on the wider transport network together with a strategy outlining what measures can be put in place if problems do arise, shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure no adverse impact upon highway safety associated with servicing the development in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Quays Development Framework.

42.

The details approved under condition 41 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

To ensure no adverse impact upon highway safety associated with servicing the development in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Quays Development Framework.

43.

No individual part of the development hereby approved shall be occupied until a Travel Plan relating to that specific part of the development has been submitted to

and approved in writing by the Local Planning Authority.

Each Travel Plan shall detail the delivery mechanism for its implementation in order to provide for but not limited to the following measures:

- 1) Identification of challenging travel plan targets and associated initiatives to help meet those targets
- 2) Reduction in car usage and increased use of public transport, walking and cycling;
- 3) Measures to incentivise staff to travel to and from the site by sustainable means;
- 4) More environmentally friendly delivery and freight movements;
- 5) A programme of continuous monitoring and review of the approved details of the Travel Plan and the implementation of any approved changes to the plan.
- 6) Identification of named travel plan co-ordinator together with allocated budget for a minimum of 5 years post full occupation.
- 7) Details of measures identifying how the operators will manage demands relating to
 - taxi
 - drop off and pick up
 - coach Parking
 - public transport
 - cycle parking

Reason

In order to accord with National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne.

44.

The Travel Plan(s) shall be implemented in accordance with the details and timescales approved under condition 43 and retained as such thereafter unless otherwise first approved in writing by the Local Planning Authority.

Reason

In order to accord with National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne.

45.

The northern element of the hotel hereby approved, shall be finished in the cladding with the appearance of the blue/green glazed terracotta profiled tiled cladding that is detailed within the submitted application unless otherwise and firstly approved in writing by the Local Planning Authority.

Reason

To safeguard the visual amenities of the area in accordance with the National Planning Policy Framework, policies UC11, UC12, UC13, UC15, UC16, UC17 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne and saved policy ENV3 of the Unitary Development Plan.

46.

A scheme for public art that reflects the approach and opportunities and scope advocated in the submitted Artwork Opportunities document dated 19 August 2020 prepared by Planit IE at paragraph 1.1, shall be submitted to and approved in

writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

In the interests of amenity and accordance with the National Planning Policy Framework and policy UC17 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne.

47.

The details approved under condition 46 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

In the interests of amenity and accordance with the National Planning Policy Framework and policy UC17 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne.

48.

Other than the hotel cladding details addressed in condition 45, unless otherwise agreed with the Local Planning Authority, construction of the development hereby approved shall not proceed above foundation level until samples of all materials, colours and finishes to be used on all external surfaces of the buildings hereby approved, have been made available for inspection and are subsequently approved in writing by the Local Planning Authority.

Reason

To safeguard the visual amenities of the area in accordance with the National Planning Policy Framework, policies UC11, UC12, UC13, UC15, UC16, UC17 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne and saved policy ENV3 of the Unitary Development Plan.

49.

The materials used shall be in accordance with the details approved under condition 48 unless otherwise approved in writing by the Local Planning Authority.

Reason

To safeguard the visual amenities of the area in accordance with the National Planning Policy Framework, policies UC11, UC12, UC13, UC15, UC16, UC17 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne and saved policy ENV3 of the Unitary Development Plan.

50.

A scheme detailing a comprehensive external lighting strategy, including any feature lighting for the development shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved. The submitted scheme shall be in general accordance with and follow the principles of the lighting strategy hereby approved in this planning permission as shown on approved plan GQ-PIE-PB-ZZZZ-DR-L-1502 Revision P1

Reason

To safeguard the visual and residential amenities of the area and prevent any undue impact upon biodiversity in accordance with the National Planning Policy

Framework, policies UC11, UC12, UC13, UC15, UC16, UC17, CS14, CS15 and CS18 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne and saved policies ENV3, ENV46, ENV51 and DC2 of the Unitary Development Plan.

51.

The details approved under condition 50 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

To safeguard the visual and residential amenities of the area and prevent any undue impact upon biodiversity in accordance with the National Planning Policy Framework, policies UC11, UC12, UC13, UC15, UC16, UC17, CS14, CS15 and CS18 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne and saved policies ENV3, ENV46, ENV51 and DC2 of the Unitary Development Plan.

52.

No plant, machinery or equipment shall be installed on or attached to the exterior of the development until details have first been submitted to and approved in writing by the Local Planning Authority.

Reason

To safeguard the amenities of nearby residents and in accordance with policies DC1, DC2 and ENV61 of the Unitary Development Plan and policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and to ensure that any external equipment does not have an adverse effect upon the appearance of the development in accordance with policy ENV3 of the Unitary Development Plan and policy CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne.

53.

The details approved under condition 52 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

To safeguard the amenities of nearby residents and in accordance with policies DC1, DC2 and ENV61 of the Unitary Development Plan and policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and to ensure that any external equipment does not have an adverse effect upon the appearance of the development in accordance with policy ENV3 of the Unitary Development Plan and policy CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne.

54.

Unless otherwise agreed in writing with the local planning authority the wind mitigation measures as detailed within the bullet points on page 44 of the Gateshead Quays ES Addendum: Appendix 15 Wind Environment – Additional Wind Testing (July 2020) (additional information), and as shown on approved plan GQ-PIE-PB-ZZZZ-DR-L-1503 S4 revision P2 dated October 2020 shall be implemented prior to first use of the development hereby approved and retain as such thereafter.

Reason

To safeguard the amenities of highway users in accordance with policies DC1, DC2 and ENV61 of the Unitary Development Plan and policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne.

55.

Notwithstanding the submitted plans, prior to first use of the development hereby approved, a fully detailed final scheme for the landscaping of the development shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include details and proposed timing of hard and soft landscaping, including site security measures, proposed trees and shrubs, green roofs, ground preparation, and planting plans noting the species, plant sizes and planting densities for all new planting.

Reason

To ensure the satisfactory appearance of the development upon completion in the interests of the visual amenity of the area and ecology in accordance with the NPPF, saved policies ENV3 and ENV47 of the Unitary Development Plan and policies CS15 and CS18 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

56.

The landscaping scheme approved under condition 55 shall be completed in full accordance with the approved timescales unless otherwise approved in writing by the Local Planning Authority. The date of Practical Completion of the landscaping scheme shall be supplied in writing to the Local Planning Authority within 7 days of that date.

Reason

To ensure that the approved landscaping scheme is completed within a reasonable time scale in the interests of the visual amenity of the area and ecology in accordance with the NPPF, Policies ENV3 and ENV47 of the Unitary Development Plan and policies CS15 and CS18 of the Core Strategy and Urban Core Plan.

57.

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 the satisfactory appearance of the development upon completion in the interests of the visual amenity of the area and ecology in accordance with the NPPF, saved policies ENV3 and ENV47 of the Unitary Development Plan and policies CS15 and CS18 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

58.

A scheme to secure the off-site biodiversity net gains as set out in Gateshead Quays ES Addendum: Appendix 14 Ecology and Nature Conservation – Off Site Proposals (additional information) at Windy Nook, Dunston Staiths Inlet, Wardley and Kingfisher Court, including a timetable for delivery shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure the development achieves a net increase in biodiversity in accordance with the National Planning Policy Framework, policy CS18 of the Core Strategy and Urban Core Plan and saved policy ENV46 of the Unitary Development Plan.

59.

The details approved under condition 58 shall be implemented in accordance with the approved timetable.

Reason

To ensure the development achieves a net increase in biodiversity in accordance with the National Planning Policy Framework, policy CS18 of the Core Strategy and Urban Core Plan and saved policy ENV46 of the Unitary Development Plan.

60.

Unless otherwise agreed in writing with the local planning authority, no vegetation clearance works shall be undertaken during the bird breeding season (i.e. March to August inclusive). Where vegetation works are proposed during the bird breeding season a breeding bird checking survey will be undertaken by a suitably qualified ecologist immediately prior (i.e. no more than 48hrs) to the commencement of works on site. Where active nests are confirmed these must be retained undisturbed until the young have fledged and the nest(s) is no longer in use.

Reason

To safeguard biodiversity in accordance with the National Planning Policy Framework, policy CS18 of the Core Strategy and Urban Core Plan and saved policy DC1(d) of the Unitary Development Plan.

61.

Construction of the development hereby approved shall not commence until an Employment and Training Plan which is in accordance with the principles set out in the Council's Planning Obligation SPD (Targeted Recruitment and Training) December 2016, outlining the potential creation of employment and training opportunities, especially apprenticeships for local people during the construction phases of the development is submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of providing employment and training opportunities in line with the NPPF and the Council's Planning Obligation SPD (Targeted Recruitment and Training) December 2016.

62.

The construction Employment and Training Plan shall be implemented in accordance with the details submitted and approved under condition 61.

Reason

In the interests of providing employment and training opportunities in line with the NPPF and the Council's Planning Obligation SPD (Targeted Recruitment and Training) December 2016.

63.

Unless otherwise agreed in writing by the local planning authority, prior to first occupation of any specific part of the development hereby approved, an Employment and Training Plan which is in accordance with the principles set out in the Council's Planning Obligation SPD (Targeted Recruitment and Training) December 2016, which relates to that part of the development which outlines the potential creation of employment and training opportunities, especially apprenticeships for local people during the operation of the part of the development to which it relates shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of providing employment and training opportunities in line with the NPPF and the Council's Planning Obligation SPD (Targeted Recruitment and Training) December 2016.

64.

The end operation Employment and Training Plan shall be implemented in accordance with the details submitted and approved under condition 63.

Reason

In the interests of providing employment and training opportunities in line with the NPPF and the Council's Planning Obligation SPD (Targeted Recruitment and Training) December 2016.

65

Full details of a servicing and deliveries management plan for the CoEx and Dual Branded Hotel shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the CoEx and Dual Branded Hotel.

Reason

To ensure residential amenity impacts from noise and disruption are minimised in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC2 of the Unitary Development Plan.

66

The development shall operate in accordance with the management plan approved under condition 65 thereafter unless otherwise first agreed in writing with the Local Planning Authority.

Reason

To ensure residential amenity impacts from noise and disruption are minimised in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC2 of the Unitary Development Plan.

Suggested additional conditions

67

Full details of the noise mitigation signage shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development.

Reason

To ensure residential amenity impacts from noise and disruption are minimised in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC2 of the Unitary Development Plan.

68

The signage details approved under condition 67 shall be implemented prior to first use of the development and retained thereafter.

Reason

To ensure residential amenity impacts from noise and disruption are minimised in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC2 of the Unitary Development Plan.

69

An area wide review of existing waiting restrictions to best manage demand associated with taxi/general drop off and pick up associated with the operation of the development shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development. The review shall identify if any changes need to be made to waiting restrictions in order to best serve the development and if so a timetable for delivering those changes.

Reason

To ensure highway safety is maintained in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

70

The details approved under condition 69 shall be implemented in accordance with the approved timetable and retained thereafter unless otherwise first approved in writing by the Local Planning Authority.

Reason

To ensure highway safety is maintained in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

71

Detailed design of the security/Hostile Vehicle Mitigation Measures (HVM) measures proposed for Hawks Road together with a strategy for their management and future maintenance shall be submitted to and approved in writing by the Local Planning Authority before the first use of the development. This shall include changes to existing traffic regulation orders (TROs) and/or requirements for Temporary TROs, together with a timetable for delivery.

Reason

To ensure highway safety is maintained in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

72

The details approved under condition 71 shall be implemented in accordance with the approved timetable and retained thereafter unless otherwise first approved in writing by the Local Planning Authority.

Reason

To ensure highway safety is maintained in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

73

Detailed design of the security/Hostile Vehicle Mitigation (HVM) measures proposed for South Shore Road together with a strategy for their management and future maintenance shall be submitted to and approved in writing by the Local Planning Authority before the first use of the development. This shall include changes to existing traffic regulation orders (TROs) and/or requirements for Temporary TROs together with a timetable for delivery.

The final scheme should not physically prevent any vehicle travelling along South Shore Road in and east and west direction during 'non event mode' unless an alternative proposal is submitted and approved by the Local Planning Authority.

During 'event mode' the security line will be supplemented by soft measures including temporary traffic management and appropriate traffic marshals at the junctions of South Shore Road/Mill Road and South Shore Road/Bridge Street, unless alternative proposals are first submitted and approved by the Local Planning Authority.

Reason

To ensure highway safety is maintained in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

74

The details approved under condition 73 shall be implemented in accordance with the approved timetable and retained thereafter unless otherwise first approved in writing by the Local Planning Authority.

Reason

To ensure highway safety is maintained in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

75

The arena and CoEx hereby approved shall not be brought in to use until the multi storey car park approved in planning permission DC/20/00698/FUL and the link road serving it approved under planning permission DC/20/00694/FUL are available for use.

Reason

To ensure adequate car parking provision is available for users of the proposed

development and in the interests of highway safety in accordance with the National Planning Policy Framework and policies QB2 and CS13 of the Core Strategy and Urban Core Plan.

76

Unless otherwise approved in writing by the Local Planning Authority, the development hereby approved shall be carried out in complete accordance with the Coal Drops Mitigation Measures document prepared by Sir Robert McAlpine dated 21 August 2020.

Reason

In the interests of preserving the historic environment in accordance with the National Planning Policy Framework, policies QB2 and CS15 of the Core Strategy and Urban Core Plan and saved policy ENV11 of the Unitary Development Plan.

Any additional comments on application/decision:

That permission be GRANTED, subject to referral to the Planning Casework Unit and 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 -

.

TO FOLLOW

Reason

In order to ensure that the development is carried out in accordance with the approved plans.

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

Prior to commencement of the development hereby approved (including vegetation clearance works and erection of site security hoardings but allowing for archaeological fieldwork), a Construction Environment Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority. The Statement shall provide for:

- xv. the parking of vehicles of site operatives, contractors and visitors
- xvi. loading and unloading of plant and materials
- xvii. storage of plant and materials used in constructing the development
- xviii. the erection and maintenance of security hoarding
- xix. wheel washing facilities

- xx. measures to control the emission of dust and dirt during construction
- xxi. a scheme for the recycling/disposing of waste arising from construction works.
- xxii. phasing?
- xxiii. measures to minimise noise during the construction phase including:
 - a. Selection of appropriate equipment and construction methods;
 - b. Plant to be located as far away as is reasonably practicable from noise-sensitive receptors;
 - c. Static plant/equipment fitted with suitable enclosures or screening where practicable;
 - d. Temporary hoardings/screens around the site boundary or specific activities as appropriate;
 - e. Site personnel instructed on BPM to reduce noise and vibration as part of their induction training and as required prior to specific work activities;
 - f. Appropriate management of working hours for noisier tasks; and
 - g. Liaison with residents in advance of works commencing to provide information regarding the programme.
- xxiv. protection and mitigation of river species such as otters etc.
- xxv. management of Invasive Non Native Species
- xxvi. preventing pollution of sensitive receptors including the River Tyne
- xxvii. measures to control/minimise disruption to the highway network during peak periods
- xxviii. provision to ensure the construction of the new development would not undermine the structural integrity of the Coal Drops.

In addition, all works and ancillary operations in connection with the remediation of the site and the construction of the new development, including the use of any equipment or deliveries to the site shall be carried out only between 0700 hours and 1900 hours unless otherwise approved in writing by the Local Planning Authority.

Reason for prior to commencement condition

To safeguard the sensitive environmental features that have the potential to be affected by the construction of the proposed development in accordance with policy CS14 of the Core Strategy and Urban Core Plan and policy ENV61 of the Unitary Development Plan.

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

The development shall be carried out in accordance with the Construction Environment Management Plan approved under condition 3 at all times during construction.

Reason

To safeguard the sensitive environmental features that have the potential to be affected by the construction of the proposed development in accordance with policy CS14 of the Core Strategy and Urban Core Plan and policy ENV61 of the Unitary Development Plan.

5

Prior to commencement of the development hereby approved (including vegetation clearance works and erection of site security hoardings) a programme of archaeological fieldwork (to include evaluation and where appropriate mitigation excavation) must be completed. This shall be carried out in accordance with a specification provided by the Tyne and Wear Archaeologist.

Reason for prior to commencement condition

The site is located within an area identified as being of potential archaeological interest. The investigation is required to ensure that any archaeological remains on the site can be preserved wherever possible and recorded, in accordance the NPPF, Core Strategy Policies CS15 and UC14 and saved Unitary Development Plan Policies ENV21 and ENV22.

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.

6

The programme of archaeological fieldwork approved under condition 5 shall be implemented on site prior to the commencement of the development hereby approved.

Reason

The site is located within an area identified as being of potential archaeological interest. The investigation is required to ensure that any archaeological remains on the site can be preserved wherever possible and recorded, in accordance the NPPF, Core Strategy Policies CS15 and UC14 and saved Unitary Development Plan Policies ENV21 and ENV22.

7

The use of the development hereby approved shall not commence until the final report of the results of the archaeological fieldwork undertaken in pursuance of conditions 5 and 6 has been submitted to and approved in writing by the Local Planning Authority.

The report shall be produced in a form suitable for publication in a suitable and agreed journal.

Reason

The site is located within an area identified as being of potential archaeological interest. The investigation is required to ensure that any archaeological remains on the site can be preserved wherever possible and recorded and publication of the results will enhance understanding of and allow public access to the work undertaken, in accordance the NPPF, Core Strategy Policies CS15 and UC14 and saved Unitary Development Plan Policies ENV21 and ENV22.

8

Prior to commencement of the development hereby approved (except for vegetation clearance works, erection of site security hoardings and ground preparation and enabling works), an intrusive land contamination assessment, to assess the nature and extent of contamination on the site and whether or not it originates on the site

shall be undertaken and its findings shall be submitted to and approved in writing of the Local Planning Authority. The report of the findings must include-

(i) a survey of the extent, scale and nature of contamination.

(ii) an assessment of the potential risks to,

- land stability
- human health,
- property (existing or proposed) including buildings, service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,

(iii) an appraisal of remedial options, and proposal of the preferred option(s) including a timeline and phasing for the implementation of the remediation scheme.

The survey shall be conducted in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11.

Reason for prior to commencement condition

To ensure that risks from land contamination during construction and to the future users of the land and neighbouring land are minimised, together with those to controlled in accordance with policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and saved policies DC1 and ENV54 of the Unitary Development Plan.

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 remediation and mitigation schemes must be carried out in accordance with the details approved under condition 8. The Local Planning Authority shall be given written notification at least two weeks in advance of commencement of the remediation scheme works.

Before any part of the development hereby approved is first occupied and following completion of the measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development.

Reason

To ensure that risks from land contamination and coal mining legacies to the future users of the land and neighbouring land are minimised, together with those to controlled in accordance with policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and saved policies DC1 and ENV54 of the Unitary Development Plan.

10

In the event that contamination is found at any time when carrying out the approved

development that was not previously identified and/or anticipated in the remediation and mitigation schemes under Condition 9, it must be reported in writing immediately to the Local Planning Authority. An updated investigation and risk assessment shall be undertaken and where remediation is necessary a revised remediation scheme shall be submitted to and approved in writing by the LPA in accordance with the requirements of condition 8, prior to the additional remediation being commenced.

Following completion of the measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the Local Planning Authority in accordance with condition 9 prior to first occupation of the development.

If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until this condition has been complied with in relation to that contamination.

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 in accordance with policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and policies DC1 and ENV54 of the Unitary Development Plan.

11

Further intrusive site investigations shall be carried out on site to establish the exact situation in respect of coal mining legacy features and the findings of these site investigations shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any piling operations. The intrusive site investigations shall be carried out in accordance with the Construction Industry Research and Information Association (CIRIA) publication Special Publication 32 "Construction over Abandoned Mine Workings". authoritative UK guidance.

Reason

To ensure that risks from land instability to the future users of the land and neighbouring land are minimised in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

12

Where the findings of intrusive site investigations required by condition 11 above identify that coal mining legacy on the site poses a risk to surface stability, a detailed remediation scheme to protect the development from the effects of such land instability shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of any piling operations in those affected areas.

Reason

To ensure that risks from land instability to the future users of the land and neighbouring land are minimised in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

13

The remediation details approved under condition 12 shall be implemented on site prior to commencement of any piling operations in the areas where such remediation works are required on the site.

Reason

To ensure that risks from land instability to the future users of the land and neighbouring land are minimised in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

14

Prior to commencement of the development hereby approved (except for vegetation clearance works and erection of site security hoardings) a drainage construction method statement (DCMS) relating to the proposed drainage system which will serve the completed development shall be submitted to and approved in writing by the Local Planning Authority. The content of the DCMS shall be in accordance with Appendix B6 of the CIRIA SuDS Manual, and Gateshead Interim SuDS Guidelines (Version 2 - March 2016) or as updated at the time of development commencing, for best practice.

Reason for prior to commencement condition

To ensure the works do not increase risk of flooding or pollution of watercourses in accordance with the NPPF and Policy CS17 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

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 drainage and construction method statement details approved under condition 14 shall be wholly implemented prior to first use of the development hereby approved in accordance with the approved details and retained for the full life of the development.

Reason

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

16

Prior to first use of the development hereby approved a SuDS and drainage maintenance plan, including maintenance details of all hard and soft SuDS features, shall be submitted to and approved in writing by the Local Planning Authority. The plan, which shall be in accordance with the principles set out in Gateshead Quays ES Addendum: Appendix 9 Water Resources – Flood Risk Assessment and Drainage Strategy (additional information) shall also set out details of the arrangements for the ongoing maintenance of the drainage system over the lifetime of the development and set out clearly where responsibility lies for the maintenance of all drainage features.

Reason

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

17

The SuDS and drainage maintenance plan approved under condition 16 shall be implemented prior the first use of the development and maintained as such for the life of the development.

Reason

To ensure appropriate drainage and the exploration as to sustainable drainage systems 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.

18.

Final details of a traffic signal plan to best manage traffic movements at the beginning and end of events, involving the optimisation of traffic signals at the following junctions in consultation with appropriate stakeholders:

- Hawks Road/Link Road
- Hawks Road/Mill Road/Quarryfield Road
- East Gate / Oakwellgate
- Oakwellgate/A184
- East Street
- Albany Road/Link Road
- Albany Road/A184,

Changes to the Albany Road/Park Lane junction and traffic management measures to control the flow of traffic travelling eastbound, including a timetable for delivery shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To best manage demand and minimise delays on the local network in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

19

The details approved under condition 18 shall be implemented in accordance with the approved timetable and retained as such thereafter.

Reason

To best manage demand and minimise delays on the local network in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

20.

Final details of a coaching parking strategy that manages the demand for available bays in the area, and review of existing Coach Parking at the Sage Gateshead to

maximise availability shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure adequate coach parking provision is provided whilst safeguarding highway safety in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

21.

The details approved under condition 20 shall be implemented prior to first use of the development hereby approved and retained as such thereafter.

Reason

To ensure adequate coach parking provision is provided whilst safeguarding highway safety in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

22.

Final details of taxi infrastructure provision for both Hackney carriages and private hire operatives to serve the development shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure adequate taxi infrastructure provision is provided whilst safeguarding highway safety in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

23.

The details approved under condition 22 shall be implemented prior to first use of the development hereby approved and retained as such thereafter.

Reason

To ensure adequate taxi infrastructure provision is provided whilst safeguarding highway safety in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

24

Final details of the preferred taxi supplier arrangement and an associated management strategy to serve the development shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure adequate taxi infrastructure provision is provided whilst safeguarding highway safety in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

25

The details approved under condition 24 shall be implemented prior to first use of the development hereby approved and retained as such thereafter.

Reason

To ensure adequate taxi infrastructure provision is provided whilst safeguarding highway safety in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

26.

Unless otherwise agreed in writing with the local planning authority, Full details of the following pedestrian improvement measures together with a timetable for their delivery to support the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development:

- Measures to prevent general traffic using areas adjacent to the development site on South Shore Road and Hawks Road immediately following the end of major events.
- Mill Road/Quarryfield Road/Hawks Road junction signal timings and layout changes.
- 'Super crossing' on Hawks Road.
- Increased footway widths on the north side of Hawks Road adjacent to the development.
- Measures to allow closure of Hawks Road and Quarryfield Road to traffic from the entrance of the proposed MSCP and Quarryfield Road car parks respectively to ensure a safe environment for pedestrian's post event travelling towards these car parks.
- Traffic signal timing requirements for A167 crossing from East Street towards High Street to meet pedestrian flow requirements.
- Introduction of signage/other measures to deter pedestrians crossing to Auto Trader site from Hawks Road.
- Review of signal timings and crossing layout at East Street to ensure timing and infrastructure are suitable for peak pedestrian demand.
- Review of the existing two stage pedestrian crossing at the south end of the Tyne Bridge and implementation of improvements to ensure peak pedestrian demand can be accommodated.
- Widening of footway on south side of Hawks Road between the Quarryfield Road junction and new multi storey car park.
- A way-marking strategy directing pedestrians between the development site and Gateshead interchange/town centre, as well as through the site and to and from car parks.

Reason

To ensure adequate pedestrian infrastructure provision is provided to safeguard highway safety in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

27.

The details approved under condition 26 shall be implemented prior to first use of the development hereby approved and retained as such thereafter.

Reason

To ensure adequate pedestrian infrastructure provision is provided to safeguard highway safety in accordance with the National Planning Policy Framework and

policy CS13 of the Core Strategy and Urban Core Plan.

28.

Unless otherwise agreed in writing with the local planning authority the internal lifts at the northern entrance of the CoEx off South Shore Road and at the entrance of the dual branded hotel shall be accessible 24 hours a day, every day and shall be retained as such for the life of the development (other than for maintenance reasons) unless alternative suitable provision has been provided.

Reason

To ensure that a fully accessible route through the site is maintained at all times in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan and the Gateshead Quays Development Framework.

29

Final details of the external handrails and cycle channels shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure the safety of highway users in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan and the Gateshead Quays Development Framework.

30

The details approved under condition 29 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

To ensure the safety of highway users in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan and the Gateshead Quays Development Framework.

31.

A strategy to manage access to Maidens Walk as highway to and from 'Performance Square' in line with security proposals associated with large events shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure the safety of highway users in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan and the Gateshead Quays Development Framework.

32.

The details approved under condition 31 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

To ensure the safety of highway users in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan and the Gateshead Quays Development Framework.

33.

Final details of the cycle channels to allow cyclists to wheel their bikes through the stepped parts of the site shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure cycle provision through the site is provided in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan and the Gateshead Quays Development Framework.

34.

The details approved under condition 33 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

To ensure cycle provision through the site is provided in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan and the Gateshead Quays Development Framework.

35.

Notwithstanding the details on the submitted plans, final details of secure, weatherproof parking for at least 42 bicycles for use by visitors and 40 long stay staff bicycle parking together with locker and shower facilities shall be submitted to and approved in writing by the Local Planning Authority prior to the first use of the development hereby approved.

Reason

In order to ensure adequate provision for cyclists and in compliance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Council Cycling Strategy.

36.

The secure, weatherproof cycle parking facilities approved under condition 35 shall be implemented before the first use of the development and maintained as such thereafter unless otherwise approved in writing by the Local Planning Authority.

Reason

In order to ensure adequate provision for cyclists and in compliance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Council Cycling Strategy.

37.

Final details of a public transport strategy relating to the operation of a public transport shuttle service between Gateshead Interchange and St Mary's Square, proposals for the diversion of existing services and the communication proposals that will encourage use of public transport shall be submitted to and approved in writing by the Local Planning Authority prior to the first use of the development hereby approved.

Reason

To ensure adequate public transport provision to serve the development in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Quays Development Framework.

38.

The details approved under condition 37 shall be implemented prior the first use of the development and retained as agreed within the final strategy.

Reason

To ensure adequate public transport provision to serve the development in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Quays Development Framework.

39.

Final details of the highway works proposed on Hawks Road, Mill Road and South Shore Road, including access points, enhancements to the public realm, changes to pedestrian and cycle provision, alterations/relocation of existing bus stops and the associated works shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure safe and sustainable access to serve the development in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Quays Development Framework.

40.

The details approved under condition 39 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

To ensure safe and sustainable access to provision to serve the development in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Quays Development Framework.

41.

A comprehensive service management plan for each element of the development that clearly details how the service yards and service access to the retail units will operate and be managed, including a HGV Movement Management Strategy, to ensure there is no material impact on the wider transport network together with a strategy outlining what measures can be put in place if problems do arise, shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure no adverse impact upon highway safety associated with servicing the development in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle

Upon Tyne and the Gateshead Quays Development Framework.

42.

The details approved under condition 41 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

To ensure no adverse impact upon highway safety associated with servicing the development in accordance with the National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Quays Development Framework.

43.

No individual part of the development hereby approved shall be occupied until a Travel Plan relating to that specific part of the development has been submitted to and approved in writing by the Local Planning Authority.

Each Travel Plan shall detail the delivery mechanism for its implementation in order to provide for but not limited to the following measures:

- 1) Identification of challenging travel plan targets and associated initiatives to help meet those targets
- 2) Reduction in car usage and increased use of public transport, walking and cycling;
- 3) Measures to incentivise staff to travel to and from the site by sustainable means;
- 4) More environmentally friendly delivery and freight movements;
- 5) A programme of continuous monitoring and review of the approved details of the Travel Plan and the implementation of any approved changes to the plan.
- 6) Identification of named travel plan co-ordinator together with allocated budget for a minimum of 5 years post full occupation.
- 7) Details of measures identifying how the operators will manage demands relating to
 - taxi
 - drop off and pick up
 - coach Parking
 - public transport
 - cycle parking

Reason

In order to accord with National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne.

44.

The Travel Plan(s) shall be implemented in accordance with the details and timescales approved under condition 43 and retained as such thereafter unless otherwise first approved in writing by the Local Planning Authority.

Reason

In order to accord with National Planning Policy Framework, policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne.

45.

The northern element of the hotel hereby approved, shall be finished in the cladding with the appearance of the blue/green glazed terracotta profiled tiled cladding that is detailed within the submitted application unless otherwise and firstly approved in writing by the Local Planning Authority.

Reason

To safeguard the visual amenities of the area in accordance with the National Planning Policy Framework, policies UC11, UC12, UC13, UC15, UC16, UC17 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne and saved policy ENV3 of the Unitary Development Plan.

46.

A scheme for public art that reflects the approach and opportunities and scope advocated in the submitted Artwork Opportunities document dated 19 August 2020 prepared by Planit IE at paragraph 1.1, shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

In the interests of amenity and accordance with the National Planning Policy Framework and policy UC17 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne.

47.

The details approved under condition 46 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

In the interests of amenity and accordance with the National Planning Policy Framework and policy UC17 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne.

48.

Other than the hotel cladding details addressed in condition 45, unless otherwise agreed with the Local Planning Authority, construction of the development hereby approved shall not proceed above foundation level until samples of all materials, colours and finishes to be used on all external surfaces of the buildings hereby approved, have been made available for inspection and are subsequently approved in writing by the Local Planning Authority.

Reason

To safeguard the visual amenities of the area in accordance with the National Planning Policy Framework, policies UC11, UC12, UC13, UC15, UC16, UC17 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne and saved policy ENV3 of the Unitary Development Plan.

49.

The materials used shall be in accordance with the details approved under condition 48 unless otherwise approved in writing by the Local Planning Authority.

Reason

To safeguard the visual amenities of the area in accordance with the National

Planning Policy Framework, policies UC11, UC12, UC13, UC15, UC16, UC17 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne and saved policy ENV3 of the Unitary Development Plan.

50.

A scheme detailing a comprehensive external lighting strategy, including any feature lighting for the development shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved. The submitted scheme shall be in general accordance with and follow the principles of the lighting strategy hereby approved in this planning permission as shown on approved plan GQ-PIE-PB-ZZZZ-DR-L-1502 Revision P1

Reason

To safeguard the visual and residential amenities of the area and prevent any undue impact upon biodiversity in accordance with the National Planning Policy Framework, policies UC11, UC12, UC13, UC15, UC16, UC17, CS14, CS15 and CS18 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne and saved policies ENV3, ENV46, ENV51 and DC2 of the Unitary Development Plan.

51.

The details approved under condition 50 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

To safeguard the visual and residential amenities of the area and prevent any undue impact upon biodiversity in accordance with the National Planning Policy Framework, policies UC11, UC12, UC13, UC15, UC16, UC17, CS14, CS15 and CS18 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne and saved policies ENV3, ENV46, ENV51 and DC2 of the Unitary Development Plan.

52.

No plant, machinery or equipment shall be installed on or attached to the exterior of the development until details have first been submitted to and approved in writing by the Local Planning Authority.

Reason

To safeguard the amenities of nearby residents and in accordance with policies DC1, DC2 and ENV61 of the Unitary Development Plan and policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and to ensure that any external equipment does not have an adverse effect upon the appearance of the development in accordance with policy ENV3 of the Unitary Development Plan and policy CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne.

53.

The details approved under condition 52 shall be implemented prior the first use of the development and retained as such for the life of the development.

Reason

To safeguard the amenities of nearby residents and in accordance with policies

DC1, DC2 and ENV61 of the Unitary Development Plan and policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and to ensure that any external equipment does not have an adverse effect upon the appearance of the development in accordance with policy ENV3 of the Unitary Development Plan and policy CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne.

54.

Unless otherwise agreed in writing with the local planning authority the wind mitigation measures as detailed within the bullet points on page 44 of the Gateshead Quays ES Addendum: Appendix 15 Wind Environment – Additional Wind Testing (July 2020) (additional information), and as shown on approved plan GQ-PIE-PB-ZZZZ-DR-L-1503 S4 revision P2 dated October 2020 shall be implemented prior to first use of the development hereby approved and retain as such thereafter.

Reason

To safeguard the amenities of highway users in accordance with policies DC1, DC2 and ENV61 of the Unitary Development Plan and policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne.

55.

Notwithstanding the submitted plans, prior to first use of the development hereby approved, a fully detailed final scheme for the landscaping of the development shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include details and proposed timing of hard and soft landscaping, including site security measures, proposed trees and shrubs, green roofs, ground preparation, and planting plans noting the species, plant sizes and planting densities for all new planting.

Reason

To ensure the satisfactory appearance of the development upon completion in the interests of the visual amenity of the area and ecology in accordance with the NPPF, saved policies ENV3 and ENV47 of the Unitary Development Plan and policies CS15 and CS18 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

56.

The landscaping scheme approved under condition 55 shall be completed in full accordance with the approved timescales unless otherwise approved in writing by the Local Planning Authority. The date of Practical Completion of the landscaping scheme shall be supplied in writing to the Local Planning Authority within 7 days of that date.

Reason

To ensure that the approved landscaping scheme is completed within a reasonable time scale in the interests of the visual amenity of the area and ecology in accordance with the NPPF, Policies ENV3 and ENV47 of the Unitary Development Plan and policies CS15 and CS18 of the Core Strategy and Urban Core Plan.

57.

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 the satisfactory appearance of the development upon completion in the interests of the visual amenity of the area and ecology in accordance with the NPPF, saved policies ENV3 and ENV47 of the Unitary Development Plan and policies CS15 and CS18 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

58.

A scheme to secure the off-site biodiversity net gains as set out in Gateshead Quays ES Addendum: Appendix 14 Ecology and Nature Conservation – Off Site Proposals (additional information) at Windy Nook, Dunston Staiths Inlet, Wardley and Kingfisher Court, including a timetable for delivery shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To ensure the development achieves a net increase in biodiversity in accordance with the National Planning Policy Framework, policy CS18 of the Core Strategy and Urban Core Plan and saved policy ENV46 of the Unitary Development Plan.

59.

The details approved under condition 58 shall be implemented in accordance with the approved timetable.

Reason

To ensure the development achieves a net increase in biodiversity in accordance with the National Planning Policy Framework, policy CS18 of the Core Strategy and Urban Core Plan and saved policy ENV46 of the Unitary Development Plan.

60.

Unless otherwise agreed in writing with the local planning authority, no vegetation clearance works shall be undertaken during the bird breeding season (i.e. March to August inclusive). Where vegetation works are proposed during the bird breeding season a breeding bird checking survey will be undertaken by a suitably qualified ecologist immediately prior (i.e. no more than 48hrs) to the commencement of works on site. Where active nests are confirmed these must be retained undisturbed until the young have fledged and the nest(s) is no longer in use.

Reason

To safeguard biodiversity in accordance with the National Planning Policy Framework, policy CS18 of the Core Strategy and Urban Core Plan and saved policy DC1(d) of the Unitary Development Plan.

61.

Construction of the development hereby approved shall not commence until an

Employment and Training Plan which is in accordance with the principles set out in the Council's Planning Obligation SPD (Targeted Recruitment and Training) December 2016, outlining the potential creation of employment and training opportunities, especially apprenticeships for local people during the construction phases of the development is submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of providing employment and training opportunities in line with the NPPF and the Council's Planning Obligation SPD (Targeted Recruitment and Training) December 2016.

62.

The construction Employment and Training Plan shall be implemented in accordance with the details submitted and approved under condition 61.

Reason

In the interests of providing employment and training opportunities in line with the NPPF and the Council's Planning Obligation SPD (Targeted Recruitment and Training) December 2016.

63.

Unless otherwise agreed in writing by the local planning authority, prior to first occupation of any specific part of the development hereby approved, an Employment and Training Plan which is in accordance with the principles set out in the Council's Planning Obligation SPD (Targeted Recruitment and Training) December 2016, which relates to that part of the development which outlines the potential creation of employment and training opportunities, especially apprenticeships for local people during the operation of the part of the development to which it relates shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of providing employment and training opportunities in line with the NPPF and the Council's Planning Obligation SPD (Targeted Recruitment and Training) December 2016.

64.

The end operation Employment and Training Plan shall be implemented in accordance with the details submitted and approved under condition 63.

Reason

In the interests of providing employment and training opportunities in line with the NPPF and the Council's Planning Obligation SPD (Targeted Recruitment and Training) December 2016.

65

Full details of a servicing and deliveries management plan for the CoEx and Dual Branded Hotel shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the CoEx and Dual Branded Hotel.

Reason

To ensure residential amenity impacts from noise and disruption are minimised in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC2 of the Unitary Development Plan.

66

The development shall operate in accordance with the management plan approved under condition 65 thereafter unless otherwise first agreed in writing with the Local Planning Authority.

Reason

To ensure residential amenity impacts from noise and disruption are minimised in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC2 of the Unitary Development Plan.

67

Full details of the noise mitigation signage shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development.

Reason

To ensure residential amenity impacts from noise and disruption are minimised in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC2 of the Unitary Development Plan.

68

The signage details approved under condition 67 shall be implemented prior to first use of the development and retained thereafter.

Reason

To ensure residential amenity impacts from noise and disruption are minimised in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC2 of the Unitary Development Plan.

69

An area wide review of existing waiting restrictions to best manage demand associated with taxi/general drop off and pick up associated with the operation of the development shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development. The review shall identify if any changes need to be made to waiting restrictions in order to best serve the development and if so a timetable for delivering those changes.

Reason

To ensure highway safety is maintained in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

70

The details approved under condition 69 shall be implemented in accordance with the approved timetable and retained thereafter unless otherwise first approved in

writing by the Local Planning Authority.

Reason

To ensure highway safety is maintained in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

71

Detailed design of the security/Hostile Vehicle Mitigation Measures (HVM) measures proposed for Hawks Road together with a strategy for their management and future maintenance shall be submitted to and approved in writing by the Local Planning Authority before the first use of the development. This shall include changes to existing traffic regulation orders (TROs) and/or requirements for Temporary TROs, together with a timetable for delivery.

Reason

To ensure highway safety is maintained in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

72

The details approved under condition 71 shall be implemented in accordance with the approved timetable and retained thereafter unless otherwise first approved in writing by the Local Planning Authority.

Reason

To ensure highway safety is maintained in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

73

Detailed design of the security/Hostile Vehicle Mitigation (HVM) measures proposed for South Shore Road together with a strategy for their management and future maintenance shall be submitted to and approved in writing by the Local Planning Authority before the first use of the development. This shall include changes to existing traffic regulation orders (TROs) and/or requirements for Temporary TROs together with a timetable for delivery.

The final scheme should not physically prevent any vehicle travelling along South Shore Road in and east and west direction during 'non event mode' unless an alternative proposal is submitted and approved by the Local Planning Authority.

During 'event mode' the security line will be supplemented by soft measures including temporary traffic management and appropriate traffic marshals at the junctions of South Shore Road/Mill Road and South Shore Road/Bridge Street, unless alternative proposals are first submitted and approved by the Local Planning Authority.

Reason

To ensure highway safety is maintained in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

74

The details approved under condition 73 shall be implemented in accordance with the approved timetable and retained thereafter unless otherwise first approved in

writing by the Local Planning Authority.

Reason

To ensure highway safety is maintained in accordance with the National Planning Policy Framework and policy CS13 of the Core Strategy and Urban Core Plan.

75

The arena and CoEx hereby approved shall not be brought in to use until the multi storey car park approved in planning permission DC/20/00698/FUL and the link road serving it approved under planning permission DC/20/00694/FUL are available for use.

Reason

To ensure adequate car parking provision is available for users of the proposed development and in the interests of highway safety in accordance with the National Planning Policy Framework and policies QB2 and CS13 of the Core Strategy and Urban Core Plan.

76

Unless otherwise approved in writing by the Local Planning Authority, the development hereby approved shall be carried out in complete accordance with the Coal Drops Mitigation Measures document prepared by Sir Robert McAlpine dated 21 August 2020.

Reason

In the interests of preserving the historic environment in accordance with the National Planning Policy Framework, policies QB2 and CS15 of the Core Strategy and Urban Core Plan and saved policy ENV11 of the Unitary Development Plan.