

**Committee Report**

<b>Application No:</b>	<b>DC/21/01201/FUL</b>
<b>Case Officer</b>	<b>Tracy Long</b>
<b>Date Application Valid</b>	<b>1 October 2021</b>
<b>Applicant</b>	<b>Wernick Hire Limited</b>
<b>Site:</b>	<b>Wernick Hire Ltd Wellington Road Dunston Gateshead NE11 9JL</b>
<b>Ward:</b>	<b>Dunston And Teams</b>
<b>Proposal:</b>	<b>Demolition of 3 existing workshop buildings and 1 existing office building and construction of a new workshop building, a new office building, external storage area and associated parking (Additional Transport Info Received 27 Jan 2022).</b>
<b>Recommendation:</b>	<b>GRANT</b>
<b>Application Type</b>	<b>Full Application</b>

**1.0 The Application:**

**1.1 DESCRIPTION OF APPLICATION SITE**

The application site measures around 1.6 hectares and is situated to the north of Wellington Road in Dunston. The site is occupied by a business - Wernick Hire Limited. The submitted Planning / Design and Access Statement, states that The Wernick Group is Britain's largest independent hirer and manufacturer of modular and portable buildings and has operated since 1934, with over 30 depots and divisional offices nationwide.

1.2 The application site is split over two parcels of land (one to the east and one to the west) and is bisected by a private access road off Wellington Road, which forms a cul de sac serving this business and other adjacent commercial and industrial businesses.

1.3 The western parcel of the site contains 3 workshop buildings along with an office building with informal parking and a large area of hard standing, which is used for the storage of portable buildings. The eastern parcel of the site contains a large workshop building and a large area of hard standing which serves as a service yard and hardstanding area for the storage of portable buildings.

1.4 Access to each parcel of the site is gained via the existing access road off Wellington Road which runs between the two parcels of land. The site is enclosed by palisade metal fencing.

- 1.5 The western parcel of the site is bounded by a railway line to the west and the access road to the north, east and south. The eastern parcel of the site is surrounded by commercial units to the north, St Omers Road to the east, Wellington Road to the south and the access road to the west. The site and wider area are industrial in nature.
- 1.6 **DESCRIPTION OF APPLICATION**  
The Planning / Design and Access Statement explains that this application has been submitted to allow the company to continue their operations from the North East Region for the manufacture and repair of modular and portable buildings on the site. The applicant wishes to invest in the existing business at this site to deliver improved facilities and improve productivity.
- 1.7 The proposed reconfiguration of the existing business includes a number of elements:
- Demolition of 4 existing buildings (3 on the west site and 1 on the east site)
  - Retention of workshop building (367m<sup>2</sup>) on the western site
  - Provision of a new workshop building (1,336m<sup>2</sup>) on the eastern site
  - Provision of a new office building (305m<sup>2</sup>) on the eastern site
  - A new hard surfaced area on the western and eastern sites to provide an external storage area and associated servicing and parking spaces.
- 1.8 The new workshop building would be used for the manufacture and repair of modular and portable buildings. The new office building would provide administration and welfare support to the manufacturing process. The external storage areas on the site would be used for the storage of the products prior to their distribution.
- 1.9 The proposed development would result in a combined overall building floorspace of 2,008m<sup>2</sup> at the site. The existing buildings on the site provide a combined overall floor space of 2,073m<sup>2</sup>. The reconfiguration of the site will replace the existing workshops and offices and result in a minor overall reduction in floor area of 65m<sup>2</sup>.
- 1.10 Access to the site is from Wellington Road as existing. Car parking spaces are to be provided for staff outside of the office building on the eastern parcel of the site along with motorcycle parking and cycle parking provision.
- 1.11 The application has been submitted with the following supporting information:
- Planning / Design and Access Statement
  - Transport Statement
  - Ecology Report
  - Flood Risk Assessment
  - Drainage Strategy

- Ground Investigation Report
- CIL form

## 1.12 RELEVANT PLANNING HISTORY

979/02

Erection of new workshop building (use class B2) in north west corner of the site. APPROVED 23 September 2002.

## 2.0 Consultation Responses:

National Highways                      No objection.

Northumbrian Water                      No objection subject to a drainage condition.

Network Rail                              No objection subject to some requirements to ensure the safety of the adjacent railway.

## 3.0 Representations:

3.1 The Council sent letters to 28 properties surrounding the site on 8 November 2021, as well as displaying two site notices adjacent to the site on 11 November 2021. A notice also appeared in the Newcastle Journal on the 17 November 2021.

3.2 No representations have been received.

## 4.0 Policies:

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

CS14 Wellbeing and Health

CS15 Place Making

CS13 Transport

CS17 Flood Risk and Waste Management

CS18 Green Infrastructure/Natural Environment

MSGP14 Mitigating Impact on Transport Network

MSGP15 Transport Aspects of Design of Dev

MSGP17 Residential Amenity

MSGP20 Land Contamination/Stability

MSGP24 Design Quality

MSGP29 Flood Risk Management

MSGP36 Woodland, Trees and Hedgerows

MSGP37 Biodiversity and Geodiversity

## **5.0 Assessment of the Proposal:**

5.1 The main planning issues are considered to be the principle of the industrial development within the Metro Green Area of Change, traffic generation and access arrangements, flood risk and ecology.

### **5.2 PRINCIPLE OF DEVELOPMENT**

5.3 The application site is situated within the MetroGreen Area of Change as identified in Policy AOC2 of the Core Strategy and Urban Core Plan. The Council's vision for MetroGreen is to create a new sustainable community of homes, leisure facilities, green spaces, routes and improvements to the water and transport infrastructure.

5.4 Policy AOC2 (3) requires proposals made in advance of the MetroGreen Area Action Plan (AAP) to demonstrate that they would not prejudice but complement, and integrate with, the wider development of the area.

5.5 The Council is currently progressing the MetroGreen AAP and has prepared and consulted on a preferred spatial option for the area. The preferred spatial option identifies the application site for residential use and open space as part of the comprehensive wider development of the area, to be delivered in the longer term, post 2030.

5.6 The submitted Planning / Design and Access Statement explains that the applicant wishes to invest in their existing business on this site over the next 10 years. Officers accept that the redevelopment of this site for the existing business in the short term in advance of the delivery of the AAP would not prejudice the delivery of the MetroGreen regeneration.

5.7 Therefore on this basis Council officers are of the opinion that the proposed development would not prejudice the coordinated phased approach of the wider MetroGreen and would comply with policy AOC2 of the Council's Local Plan.

### **5.8 DESIGN**

5.9 There is no objection to the demolition of the existing buildings on the site. The proposed workshop building has a pitched roof with an overall ridge height of 7.9 metres. The external materials are profiled sheeting coloured grey for both the walls and roof of the building. The proposed office building has a flat roof

with an overall roof height of 3.5 metres high. The external materials are finished grey for the walls and roof of the building.

- 5.10 The scale, design, location and materials of the proposed buildings are all considered to be appropriate for an industrial use in a commercial, industrial area.
- 5.11 The proposed development is therefore considered to be acceptable from a design point of view and accords with the design aims and objectives of the NPPF and policies CS15 and MSGP24 of the Local Plan for Gateshead.
- 5.12 TREES
- 5.13 There are a row of trees growing along the southern boundary of the eastern site. The trees are not protected as they are not covered by a Tree Preservation Order (TPO) are situated within a Conservation Area. Council officers are of the opinion that the trees provide a reasonable level of amenity in the area, which is lacking in terms of landscaping.
- 5.14 Officers consider that the proposed development can be constructed without harming the trees providing that reasonable tree protection measures are employed during the demolition and construction process. Conditions have therefore been recommended requiring a tree protection scheme and an Arboricultural Method Statement (AMS) to ensure that the existing trees are protected.
- 5.15 Subject to these tree related planning conditions the proposed development is considered to be acceptable from a tree point of view and would accord with the aims and objectives of the NPPF and policies CS18 and MSGP36 of the Council's Local Plan.
- 5.16 ECOLOGY
- 5.17 The site is not within or immediately adjacent to any designated nature conservation sites or wildlife corridors. Habitats on the site include buildings and large areas of hardstanding with small areas of scrub and trees at the site boundaries.
- 5.18 An Ecological Assessment prepared by Futures Ecology has been submitted in support of this application. This report assesses the buildings to be demolished and concludes that they are negligible suitability for bats and that the site contains no areas of ecological importance. Council officers agree with the findings of this report and that the site has low ecological value.
- 5.19 The report suggests that bat and bird boxes could be installed on the proposed new buildings and retained trees to increase the availability of roosting and nesting habitat for birds and bats in the area. Council officers welcome this suggestion as it would provide ecology / biodiversity enhancements at the site as part of the proposed development. Conditions have therefore been

recommended to agree the details of the bird and bat boxes and ensure their provision.

5.20 Subject to the above ecology related planning conditions the proposed development is considered to be acceptable from an ecology point of view and would accord with the ecology aims and objectives of the NPPF and policies CS18 and MSGP 37 of the Local Plan for Gateshead.

#### 5.21 AMENITY

5.22 The site is located a significant distance away from any housing. The development is therefore unlikely to impact the living conditions of any residents. The proposed range of uses for the site are considered to be appropriate for an industrial area and would be unlikely to affect the operation of any existing surrounding businesses.

5.23 The submitted Planning / Design and Access Statement states that the proposed operational hours of the business will be from 7am – 7pm, 7 days a week. Council officers are of the opinion that it is not necessary to restrict or condition the days and hours of operation of the business in this location.

#### 5.24 TRANSPORT

5.25 A Transport Statement prepared by Optima has been submitted as part of this planning application.

#### 5.26 Traffic Generation

The redevelopment of the site will result in a small reduction in the overall floor space of the buildings on the site. As such no material change in the number of vehicle movements is expected as a result of the development.

#### 5.27 Access Arrangements

The existing access off Wellington Road which bisects the two parcels of the site is intended to be used with no change. Due to the lack of a footway on the private access road, Council officers are of the opinion that this application provides the opportunity to improve the access to the site for pedestrians and cyclists. A new access for pedestrian and cyclists is therefore to be provided off Wellington Road. Final details of the access arrangements will need to be covered by a condition to ensure that the details are acceptable from a highway safety point of view.

#### 5.28 Servicing

Both parcels of the site have large areas of hardstanding for the storage of buildings and the manoeuvring of vehicles. A swept path analysis drawing has been submitted in support of the application to demonstrate that a large HGV can enter and leave the two sites in a forward gear.

5.29 Council officers are of the view that a planning condition is necessary to ensure that the turning areas shown on the swept path analysis drawing are kept clear

at all times, to ensure that there is space available within the site for HGVs to safely enter, manoeuvre and leave.

5.30 Car Parking / Cycle Parking

Based on the Council's parking standards a maximum of 40 car parking spaces are allowed. The parking layout plan initially proposed 35 car parking spaces and was then subsequently reduced to 22 car parking spaces. Council officers are of the opinion that a suitable and sufficient level of car parking has been provided for the development in accordance with the Council's parking standards.

5.31 Cycle parking and motor cycle parking is also shown on the proposed site layout, located adjacent to the new office building. Conditions have been recommended to enable Council officers to agree the final details of the cycle parking and motor cycle parking provision, to ensure that these details are suitable and appropriate for the site.

5.32 Travel Plan

No Travel Plan has been submitted as part of this planning application. Council officers are of the opinion that a Travel Plan is required to ensure that staff and visitors are provided with opportunities to travel to the site via alternative modes of transport and to help to minimise trips by the private car. A condition has therefore been recommended which requires a travel plan to be submitted to and approved by the Council and implemented on the site.

5.33 Subject to the above transport related planning conditions the proposed development is considered to be acceptable from a transport point of view and would accord with the transport aims and objectives of the NPPF and policies CS13, MSGP 14 and MSGP 15 of the local plan for Gateshead.

5.34 FLOOD RISK / DRAINAGE

5.35 A Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA) have been undertaken by RWO and submitted as part of this planning application. The site is located within Flood Zones 1 and 2 on the Environment Agency's flood maps. Flood zone 1 is a low flood risk area, whereas flood zone 2 is a medium flood risk area.

5.36 The proposed development is considered to be an appropriate use within flood zones 1 and 2. The area of the site that is within flood zone 2, is on the western parcel of the site, where an existing building is to remain, existing buildings are to be demolished and a new hardstanding to be formed. The new office and workshop buildings and associated car parking provision are all located in flood zone 1 on the eastern part of the site.

5.37 With regards to drainage, it is proposed to discharge the surface water from the development to the public sewer network, which ultimately discharges into the River Tyne, at a restricted rate of 25 l/s. Onsite attenuation will be provided for all events up to and including the 100 year plus climate change event. The surface water drainage system may require a pumped station subject to levels

being confirmed of the connecting manholes. Foul water will discharge to the public sewerage system.

- 5.38 A detailed drainage design is not necessary at this stage. Council officers consider that the flood risk and drainage information submitted as part of this application demonstrates that there is sufficient space within the site to provide a suitable drainage system for the development.
- 5.39 Northumbrian Water have been consulted and have confirmed that they have no objection to the proposed development and intended drainage strategy, subject to a planning condition which approves the final drainage design.
- 5.40 Planning conditions have therefore been recommended to approve the final detail of both the foul and surface water drainage systems, as well as a drainage management plan.
- 5.41 Subject to these conditions, the development is considered to be acceptable from a flood risk and drainage point of view and would accord with the flood risk and drainage aims and objectives of the NPPF and policies CS17 and MSGP 29 of the local plan for Gateshead.
- 5.42 POTENTIAL FOR CONTAMINATED LAND
- 5.43 The site is situated on potentially contaminated land based on previous historic uses. It is therefore possible that the development area may be affected by ground contamination.
- 5.44 A preliminary contaminated land assessment prepared by Geo-environmental Consulting Ltd has been submitted as part of this planning application. This report concludes that the site is suitable for its current use and that subject to appropriate site investigations is suitable for the reconfiguration proposed by the application. Council officers agree with these conclusions.
- 5.45 Planning conditions have therefore been recommended requiring further site investigations with a Phase II detailed risk assessment and where required that remediation, monitoring and verification reports are carried out.
- 5.46 Subject to these planning conditions the development is considered to be acceptable from a contaminated land point of view and accords with the aims and objectives of the NPPF and policies CS14 and MSGP20 of the Council's Local Plan.
- 5.47 NETWORK RAIL
- 5.48 Network Rail have confirmed that they have no objection in principle to the proposed development but state that there are some requirements which must be met to ensure the safe operation of the railway.
- 5.49 Network Rail have advised that the developer must liaise with their Asset Protection Team prior to any works taking place on site to ensure that the

development can be undertaken safely without impacting the operation of the railway safety. It may be necessary for the developer to enter into a Basic Asset Protection Agreement (BAPA) with Network Rail to ensure the safety of the operational railway during these works.

5.50 An informative has therefore been recommended to make the developer aware of the comments made by Network Rail and for the requirement to contact them prior to any works being undertaken on site.

#### 5.51 COMMUNITY INFRASTRUCTURE LEVY

5.52 On 1st January 2017 Gateshead Council became a Community Infrastructure Levy (CIL) Charging Authority. This application has been assessed against the Council's CIL charging schedule and the development is CIL chargeable development. The site is located within CIL Commercial Zone 3 where there is a levy of £0 per square metre for this type of development. Therefore no CIL payment is required in this instance.

#### 5.53 OTHER ISSUES

5.54 The submitted Planning / Design and Access Statement explains that it is expected that the development will provide 22 jobs of which 8-10 will be new employment positions.

5.55 Council officers therefore accept that this development will support the economic growth of an existing business and local employment in Gateshead.

### 6.0 CONCLUSION

6.1 Taking all the relevant issues into account, it is considered that the proposed development is acceptable, subject to planning conditions and accords with both national and local planning policies.

6.2 It is therefore recommended that planning permission be granted subject to the conditions below.

### 7.0 Recommendation:

That permission be GRANTED subject to the following condition(s) and that the Service Director of Climate Change, Compliance, Planning and Transport 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 -

WHD/1/002	Existing site layout
WHD/1/003	Proposed site layout
WHD/1/004	Workshop building
WHD/1/001	Office building
WHD/1/005	Proposed car parking

Any material change to the approved plans will require a formal planning application to vary this condition and any non-material change to the plans will require the submission of details and the agreement in writing by the Local Planning Authority prior to any non-material change being made.

**Reason**

In order to ensure that the development is carried out in complete accordance with the approved plans and any material and non-material alterations to the scheme are properly considered.

2

The development to which this permission relates must be commenced not later than 3 years from the date of this permission.

**Reason**

To comply with section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

3

No development shall commence on site until a Tree Protection Plan and Arboricultural Method Statement (AMS) for the protection of the existing trees that are to be retained on and adjacent to the site has been submitted to and approved in writing by the Local Planning Authority.

The scheme must include a scaled plan clearly showing the number and location of the trees that are to be retained, the location and specification of the protective fencing to be used and any specific tree work practices that are to be used

**Reason**

To ensure the satisfactory protection of the retained trees in accordance with the NPPF and policies CS18 and MSGP 37 of the Local Plan for Gateshead.

**Reason For Pre Commencement Condition**

This information is fundamental to the development and requires approval prior to development starting on the site as the commencement of construction works and the manner in which they are undertaken could impact the existing trees that are to be retained.

4

Prior to the commencement of the development the tree protection fencing approved at condition 3 must be installed and retained intact for the full duration of the construction works and there shall be no access, storage, ground disturbance or contamination within the fenced area without the prior written approval of the Local Planning Authority.

The development should be implemented in accordance with the tree protection measures approved at condition 3.

Reason

To ensure the satisfactory protection of the retained trees in accordance with the NPPF and policies CS18 and MSGP 37 of the Local Plan for Gateshead.

5

Prior to the commencement of development (except for site investigations works) a Site Investigation with a Phase II Detailed Risk Assessment specific to the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. Where required the Assessment shall include measures and timescales for Remediation, Monitoring and Verification Reports.

Reason

To ensure that any risks from land contamination are minimised in accordance with the NPPF and policies CS14 and MSGP20 of the Local Plan for Gateshead.

Reason For Pre Commencement Condition

This pre commencement condition is required as it may not be possible to carry out the site investigations works after development has commenced.

6

Prior to the commencement of development hereby approved (except for site investigations and land remediation works), where remediation is identified under condition 5 a detailed Remediation Strategy to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural environment shall be submitted to and approved in writing by the Local Planning Authority.

The Remediation Strategy (including timescales for implementation) shall detail objectives, methodology and procedures of the proposed remediation works.

Reason

To ensure that any risks from land contamination are minimised in accordance with the NPPF and policies CS14 and MSGP20 of the Local Plan for Gateshead.

Reason For Pre Commencement Condition

This pre commencement condition is required as it may not be possible to carry out the site investigations and remediation works after development has commenced.

7

The remediation works detailed in the Remediation Strategy approved under Condition 6 shall be wholly undertaken within the timescales set out within the approved strategy.

Reason

To ensure that any risks from land contamination are minimised in accordance with the NPPF and policies CS14 and MSGP20 of the Local Plan for Gateshead.

8

Following completion of the remediation measures approved under condition 6 a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing by the Local Planning Authority, prior to the occupation of the new buildings hereby approved.

Reason

To ensure that any risks from land contamination are minimised in accordance with the NPPF and policies CS14 and MSGP20 of the Local Plan for Gateshead.

9

No drainage works shall be carried out on the site until a detailed drainage scheme (foul and surface water drainage) for the development hereby approved, including a timetable for implementation has been submitted to and approved in writing by the Local Planning Authority.

Reason

To prevent the increased risk of flooding in accordance with the NPPF and policies CS17 and MSGP29 of the Local Plan for Gateshead.

10

The development shall be implemented in accordance with the approved drainage scheme and the timetable for implementation approved at condition 9.

Reason

To prevent the increased risk of flooding in accordance with the NPPF and policies CS17 and MSGP29 of the Local Plan for Gateshead.

11

Prior to the building(s) hereby approved being brought into use a Drainage Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Drainage Management Plan shall include :

- confirmation of who will be responsible for the maintenance of the drainage system

- a description of the system and how each element is expected to work
- management objectives for the site
- inspection and maintenance schedules and specification

Reason

To prevent the increased risk of flooding and pollution of the water environment in accordance with the NPPF and policies CS17 and MSGP 29 of the Local Plan for Gateshead.

12

The Drainage Management Plan approved under condition 11 shall be implemented in accordance with the approved details.

Reason

To prevent the increased risk of flooding and pollution of the water environment in accordance with the NPPF and policies CS17 and MSGP 29 of the Local Plan for Gateshead.

13

Prior to the buildings hereby approved being occupied a scheme for :

- a) the provision of a new pedestrian / cycle access to the site off Wellington Road
- b) the making good of any redundant vehicular access off Wellington Road
- c) a timetable for the implementation of the highway works specified in a and b

shall be submitted to and approved in writing by the Local Planning Authority.

Reason

To improve the pedestrian and cycle access to the site in the interest of highway safety and in accordance with the NPPF and policies CS13 and MSGP 15 of the Local Plan for Gateshead.

14

The access works off Wellington Road approved at condition 13 shall be provided in accordance with the approved timetable for implementation.

Reason

To improve the pedestrian and cycle access to the site in the interest of highway safety and in accordance with the NPPF and policies CS13 and MSGP 15 of the Local Plan for Gateshead.

15

Notwithstanding the submitted details, prior to the buildings hereby approved being occupied, a detailed scheme (including number, location, specification) for :

- a) the provision of secure and weatherproof cycle parking facilities
- b) secure motor cycle parking facilities including anchor details

at the site shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In order to ensure adequate provision for cyclists in accordance with the NPPF and policies CS13, MSGP 15 and Appendix 4b and 5 of the Local Plan for Gateshead.

16

The cycle parking provision and motor cycle parking provision approved under condition 15 shall be provided on site prior to any of the buildings hereby approved being occupied.

Reason

In order to ensure adequate provision for cyclists in accordance with the NPPF and policies CS13, MSGP 15 and Appendix 4b and 5 of the Local Plan for Gateshead.

17

The turning areas as shown on drawing Swept Path Analysis number 21112/ATR/01 dated 25 01 2022 by Optima should be kept clear at all times to provide space for HGV's to enter and leave the site in a forward gear.

Reason

In the interest of highway safety in accordance with the NPPF and policies CS13 and MSGP 15 of the Local Plan for Gateshead.

18

Prior to the buildings hereby approved being brought into use a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority.

The Travel Plan shall detail the delivery mechanism for its implementation in order to provide for and to include :

- 1 Reduction in car usage and increased use of public transport, walking and cycling
- 2 Clearly defined objectives, indicators and targets
- 3 Details of proposed measures to address the objectives and for each of the proposed measures
- 4 Detailed timetable for implementing measures

- 5 Clearly defined responsibilities and roles for participation including who is responsible for each of the proposed measures. The contact details for the site Travel Plan Co-Ordinator should be included where known.
- 6 State the measures in place to ensure the travel plan is implemented effectively, include remedial measures and actions that will be taken if its targets are not met
- 8 A plan for monitoring and reviewing the effectiveness of the travel plan

Evidence of the travel plans implementation over a minimum period of 12 months shall be submitted to and approved in writing by the Local Planning Authority prior to formally discharging the condition. At all times thereafter, the Travel Plan shall be implemented in accordance with the approved details or any changes made under the review process.

Reason

To promote sustainable travel and to accord with the NPPF and policies CS13 and MSGP 14 of the Local Plan for Gateshead.

19

The buildings hereby approved shall not be occupied until a scheme (including the number, specification and location as identified on a plan and/or elevational drawing) for the provision of :

- a) bird boxes
- b) bat boxes

to be installed on the new buildings and on the trees on the site has been submitted to and approved in writing by the Local Planning Authority.

Reason

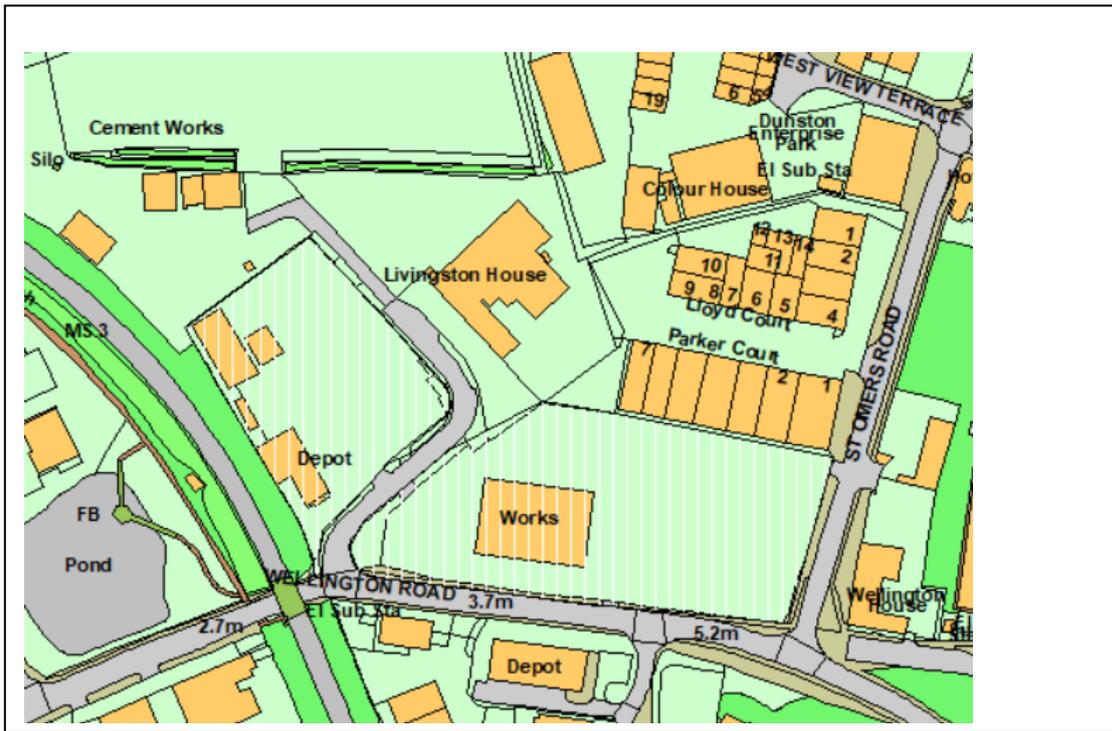
To enhance the ecological value and function of the site for birds and bats in accordance with the NPPF and policies CS18, MSGP 36 and MSGP 37 of the Local Plan for Gateshead.

20

The bird and bat box details approved under condition 19 shall be provided prior to any of the buildings hereby approved being occupied.

Reason

To enhance the ecological value and function of the site for birds and bats in accordance with the NPPF and policies CS18, MSGP 36 and MSGP 37 of the Local Plan for Gateshead.



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