

Committee Report

Application No:	DC/22/01337/FUL
Case Officer	Amy Williamson
Date Application Valid	7 December 2022
Applicant	Ask Patrizia
Site:	Land Bounded By Hawks Road To The North And Quarryfield Road To The West Gateshead Quays Gateshead
Ward:	Bridges
Proposal:	Erection of hotel and associated works (amended 05/01/23, 9/2/23, 13/2/23, 22/02/23, 23/02/23 and 07/03/23 and additional information received 23/02/23 and 07/03/23).
Recommendation:	GRANT
Application Type	Full Application

1.0 The Application:**1.1 BACKGROUND**

Planning permission DC/20/00323/FUL granted consent for erection of an indoor events arena, conference centre and dual branded hotel, with associated internal and external areas on 4 December 2020 at Gateshead Quays to the south of South Shore Road between the Sage Gateshead and Baltic Quay Apartments. This consent was subsequently implemented by carrying out enabling works on the site.

1.2 A Variation of Conditions application DC/21/01436/FUL was then approved on 18 March 2022, which included a series of minor material amendments to the scheme approved by planning permission DC/20/00323/FUL.

1.3 The current proposal seeks to relocate the hotel that was originally approved by the above planning permissions as part of the Quays Arena and Conference Centre development to a new detached, position within the Baltic Quarter on the southern side of Hawks Road. A further planning application for the revised Quays Arena and Conference Centre development, omitting the previously approved hotel, is intended to be submitted shortly. The revised proposals for the Quays Arena and Conference Centre development would include a linear park to the eastern side of the site replacing the previously approved hotel, together with some alterations to the layout and appearance of the buildings.

1.4 Nevertheless, despite the clearly stated intentions of the developer, should this application be granted, there would be permission for two hotels that could both (in theory) be built out. As such, this application has been considered as an additional rather than replacement hotel.

- 1.5 Previous planning approvals DC/20/00323/FUL and DC/21/01436/FUL included a series of conditions to agree details of and implement a package of transport and accessibility infrastructure improvements around the Quays area. In addition to this the Council are currently undertaking a series of highway works in the wider Quays area, including on Hawks Road to improve pedestrian and cyclist accessibility in the area.
- 1.6 Planning permissions DC/20/00698/FUL and DC/20/00694/FUL, granted consent in Autumn 2020 for a multi storey car park on Hawks Road and link road connecting Albany Road to the south with Hawks Road to the north. These developments are now substantially constructed and are key infrastructure to support the proposed Hotel, Quays Arena and Conference Centre and other development in the Quays and Baltic Quarter areas.
- 1.7 DESCRIPTION OF THE SITE**
The application site relates to a grassed, corner site bounded by Hawks Road to the north and Quarryfield Road to the west. The apex of the corner is bordered by the road junction of Hawks Road, Mill Road and Quarryfield Road which is controlled by traffic lights.
- 1.8 The recently constructed Riga office building lies immediately to the south and Gateshead College is situated on the opposite side of Quarryfield Road to the west. Other commercial buildings and car parking within Baltic Quarter lies to the south east. Gateshead Quays Multi Storey Car Park, which has recently been built, lies to the east of the application site on the opposite side of the access road into Baltic Quarter.
- 1.9 Land immediately to the north of the site on the opposite side of Hawks Road is allocated as a key site in the Core Strategy and Urban Core Plan (CSUCP) for office and leisure uses and has been subject to previous planning approvals for residential, hotel and serviced apartments uses.
- 1.10 The Gateshead Quays site, where the approved Arena and Conference Centre would be located, lies to the north west of the proposed Hotel site on the opposite side of Hawks Road.
- 1.11 The application site is currently grassed with no formal access. Hedging and low height birdsmouth fencing runs along the northern and western boundaries with Hawks Road and Quarryfield Road. Hedging also borders the site to the southern and eastern sides facing Baltic Quarter. Levels drop across the site from south to north and also from west to east.
- 1.12 There are existing signal controlled crossings on Quarryfield Road and Hawks Road at the junction of Hawks Road, Mill Road and Quarryfield Road. A pedestrian refuge is also located on Quarryfield Road around 45m to the south of the junction with Hawks Road.
- 1.13 The application site lies within the Baltic Quarter, which is allocated in the CSUCP as a key site in policy QB3 part 5 for Office, Hotel, Sport and Leisure,

Education and ancillary Retail uses subject to compliance with the criteria listed in the policy.

- 1.14 It is also within the Gateshead Newcastle Urban Core and is therefore subject to policy CS1 (Spatial Strategy for Sustainable Growth) of the CSUCP which prioritises the Urban Core as the location for major leisure, culture and tourism development. Policy CS2 (Spatial Strategy for the Urban Core) of the CSUCP requires development to maintain and enhance its vibrancy by supporting developments which enhance and diversify culture, leisure and tourism facilities.

1.15 DESCRIPTION OF THE APPLICATION

Planning permission is sought for erection of a dual branded hotel on the site, which would involve provision of 2 different hotel brands within the same building utilising a shared reception and ancillary facilities, such as a bar, restaurant, meeting rooms, gym and treatment rooms. The hotel would be 9 storeys in height accommodating 344 no. bedrooms. It would be arranged in an L shape, fronting on to Hawks Road and Quarryfield Road.

- 1.16 The eastern wing of the building, fronting Hawks Road, would predominantly be finished in light grey brick work, with dark grey/black brick detailing. The southern wing, fronting Quarryfield Road, would be in dark grey/black brickwork, with light grey detailing. The ground and first floor elements would be glazed incorporating aluminium panels. The north west corner of the building would have a cantilevered design, with light grey brick, glazing and aluminium panels sitting above the ground and first floors.
- 1.17 The entrance into the building would be located to the north east corner of the site immediately adjacent to the junction of Hawks Road, Quarryfield Road and Mill Road. This would be the main entrance used by hotel guests and visitors, other ancillary staff and emergency accesses would be located to the rear of the building to the southern and eastern elevations. There would be no dedicated vehicle access or parking facilities within the site for hotel guests and visitors. Any car borne guests or staff and visitors would be required to use the recently constructed Multi Storey Car Park located around 110m to the east of the hotel entrance or any other publicly available car parking.
- 1.18 A pick up and drop off facility for hotel guests would be provided off Quarryfield Road to the south west corner of the site. This would be in the form of a layby, operating on a one way basis, with space for one vehicle to pass another parked vehicle. It would not be a taxi rank and would be for pick up and drop off for vehicles.
- 1.19 A service yard would be provided to the rear of the building, which would be accessed via the existing private road leading into Baltic Quarter off Hawks Road. The service yard would be a wide hammerhead design accessed via a ramp sloping downwards from east to west into the service yard from the Baltic Quarter Access Road.

- 1.20 Hard and soft landscaping would be provided to all sides of the hotel building, including paved areas, external terraces and footways providing access and connectivity through the site. Planting of trees, hedging, small lawns, ornamental and herbaceous species is proposed to the north, south and eastern sides of the building. This would help to provide wind mitigation for strong gusts anticipated to the south western area of the site. A footpath link along the southern side of the building leading from Quarryfield Road to the Baltic Quarter is proposed and would include a new informal crossing on the internal access road within the Baltic Quarter.
- 1.21 SuDs features including a blue or green roof to the building, permeable paving, an attenuation tank and areas of landscaping to attenuate water above ground would be provided as part of the development. Below ground attenuation tanks are proposed beneath the rear service yard and a further small tank to the northern side of the building.
- 1.22 Amended plans were received on 23 February 2023 making the following changes to the proposed development:
- Relocation of the pick up/drop off facility to Quarryfield Road
 - Amended landscape design to Quarryfield Road to accommodate the pick up/ drop off facility, including the creation of a new stepped access route to the hotel reception, providing a more direct route to the main hotel entrance
 - Inclusion of covered and secure bicycle storage area as well as external cycle hoops
 - Minor adjustments to retaining walls to maximise footpath widths
 - Adjustments to tree numbers and positions to reflect amended layout
 - Inclusion of wind mitigation screens to Hawks Road
 - Plant screen extended to southern part of roof
 - General internal update to hotel room layout

1.23 PLANNING HISTORY

Current Application Site

1322/02 - Phased development of 50 Acres/20.2 Hectares of land to provide a business park (uses B1, B2) and ancillary uses (C1, A1, A2, A3 and D1) with associated access, landscaping and highway works (outline application but with full details of the Senitel Building) - Approved 3 March 2003

Other Relevant Planning History Within Vicinity of the Application Site

DC/20/00323/FUL - Erection of indoor events arena (use class D2), conference and exhibition centre including meeting rooms and associated facilities (use classes D1 and D2), dual branded hotel with roof top bar (use class C1), provision of retail and leisure floorspace (use classes A1, A3 and A4) and outside performance square with landscaping, public realm and infrastructure works 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) - Approved 4 December 2020

20/00323/DOC1 - Discharge of conditions 3 (Construction Management Plan -- amended 09/03/21 (including CEMP), 5 (Archaeological Field Work), 8 (Land Contamination Assessment), and 59 (Construction Training Plan) of planning approval DC/20/00323/FUL (amended 19/08/21 and 06/12/2021) - Approved 7 December 2021

20/00323/DOC2 - Discharge of conditions 11 (Coal Mining Legacy) and 12 (Remediation Scheme) of planning approval DC/20/00323/FUL - Approved 9 July 2021

DC/21/01436/FUL - Variation of conditions 1 (approved plans); 43 (hotel materials); 44 (artwork opportunities); 48 (external lighting); 52 (wind mitigation); 56 (off site biodiversity); 65 (noise mitigation); and 67 (waiting restrictions) of planning permission DC/20/00323/FUL for erection of indoor events arena (use class D2), conference and exhibition centre including meeting rooms and associated facilities (use classes D1 and D2), dual branded hotel with roof top bar (use class C1), provision of retail and leisure floorspace (use classes A1, A3 and A4) and outside performance square with landscaping, public realm and infrastructure works 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) - Approved 18 March 2022

DC/20/00694/FUL - Proposed link road, cycleway and footpaths connecting Hawks Road and Albany Road including provision of signalised junctions, landscaping and drainage - Approved 19 October 2020

DC/20/00698/FUL - Erection of a new ten-storey multi-storey car park, electricity substation and vehicular access including landscaping and other associated works (amended 09/10/20) - Approved 5 November 2020

DC/19/00785/FUL - Erection of building up to 20 storeys for hotel (202 rooms - use class C1) and 244 serviced apartments (use class C1), together with commercial units (use classes A1, A2, A3, A4 or B1), parking, landscaping and associated development (amended and additional information received 01.11.2019) - Approved 13.11.2019

2.0 Consultation Responses:

Northumbria Water Originally raised no objections subject to a condition requiring compliance with the submitted

Flood Risk and Drainage Assessment. A reconsultation has been sent on revised drainage details received on 23 February, at the time of writing no further comments had been received.

Coal Authority	Raise no objections subject to conditions requiring intrusive site investigations and remediation and verification as necessary.
National Highways	Raise no objections subject to a condition for a Construction Environmental Management Plan (CEMP) including a Construction Traffic Management Plan (CTMP).
Newcastle Airport	Raise no objections subject to a condition to agree a crane method statement
Marine Management Organisation	Raise no objections, provide advice to the developer.
Northern Gas Networks	Raise no objections, provide advice to the developer on working in proximity to their apparatus.
Nexus	Welcomes the development of the hotel in an area with good local and regional transport links and associated infrastructure. Support the travel plan however, recommend this also be offered to guests to assist those that are unfamiliar with the area. Furthermore additional cycle storage provision is encouraged to support active travel choices and suggests the developer could promote public transport further to employees by meeting the cost of an introductory travel ticket.
Northumbria Police	Originally raised concerns about the proposed first floor layout which incorporated public elements of the hotel such as the gym and meeting rooms alongside hotel bedrooms. Following submission of an amended plan separating these features and confirmation an access control strategy will be adopted by the hotel operator, concerns have been addressed and no objections are raised.
Tyne And Wear Fire And Rescue Service	Raise no objections and provide advice on fire safety issues to the developer.

3.0 Representations:

- 3.1 Following initial receipt of the planning application neighbour notification and publicity of the application was carried out in accordance with formal procedures introduced in the Town and Country Planning (Development Management Procedure) Order 2015.
- 3.2 2 no. letters of support were received in relation to the original publicity exercise from local residents raising the following points:
- The proposal will improve and enhance the overall design and visual appearance of this important site in line with the Tyne Gorge Study.
 - It will remove the overbearing hotel building which would have been caused harm to the homes, health and residential amenity of occupiers of Baltic Quay and would resolve residents concerns.
 - The dual branded hotel has been moved to a position which will enhance and improve the visual amenity of the quayside from both sides of the river and is more in keeping with all the planning studies and recommendations for the site. It will safeguard the future of the important views in and out of the site.
 - The idea of creating a linear park as a valuable green space for residents and visitors to enjoy is welcomed. The pandemic highlighted the vital role that gardens and green spaces play in our lives and the huge benefits they provide for both physical and mental health and in making our communities more resilient. The new development will see a significant increase in noise ,traffic and air pollution and a well designed and innovative green space in this position will perhaps help to reduce the impact
- 3.3 Following receipt of the amended plans further neighbour notification has been carried out.
- 3.4 1 no. letter of support has been received from Gateshead College. However they request contractors are considerate to the College operation during the construction phase, in terms of vehicle access and noise, particularly during exam periods.

4.0 Policies:

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

QB1 Quays and Baltic Sub-Area

QB2 Gateshead Quays Key site

QB3 Quays and Baltic Dev Opportunity Sites

UC3 Leisure Culture and Tourism

UC10 Car Parking

UC11 Gateways and Arrival Points

UC12 Urban Design

UC13 Respecting and Managing Views

UC14 Heritage

UC15 Urban Green Infrastructure

UC16 Public Realm

UC17 Public Art

CS1 Spatial Strategy for Sustainable Growth

CS2 Spatial Strategy for Urban Core

CS5 Employment-Economic Growth Priorities

CS8 Leisure, Culture and Tourism

CS13 Transport

CS14 Wellbeing and Health

CS15 Place Making

CS16 Climate Change

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

MSGP18 Noise

MSGP19 Air Quality

MSGP20 Land Contamination/Stability

MSGP24 Design Quality

MSGP25 Conservation/Enhancement Heritage Assets

MSGP27 Archaeology

MSGP28 Renewable and Low Carbon Energy

MSGP29 Flood Risk Management

MSGP30 Water Quality/River Environments

MSGP36 Woodland, Trees and Hedgerows

MSGP37 Biodiversity and Geodiversity

MSGP48 Waste Management Facilities - New Dev

IPA4 Tyne Gorge Study

GPGSPD Gateshead Placemaking Guide SPG

5.0 Assessment of the Proposal:

- 5.1 The key considerations to be taken into account when considering this planning application are the principle of the development, transport, residential amenity, flooding and drainage, impacts on the character of the surroundings, ecology/biodiversity, sustainability, ground conditions and waste management.

5.2 ENVIRONMENTAL IMPACT ASSESSMENT

The development does not fall within the criteria listed in schedule 1 and 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, as such an Environmental Impact Assessment is not required in relation to this application.

5.3 PRINCIPLE OF DEVELOPMENT

Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material planning consideration. The Core Strategy and Urban Core Plan (CSUCP) and Making Spaces for Growing Places constitute the statutory development plan covering the period up to 2030. As such they are considered to be up to date and the starting point for determining applications as set out in planning law and reinforced at Paragraph 12 of the NPPF. Paragraph 11c of the NPPF requires applications for development proposals that accord with an up to date development plan to be approved without delay.

- 5.4 The application site is located within the boundary of the Urban Core, as defined in the CSUCP and is specifically located within the Baltic Quarter.

- 5.5 Policy CS1 prioritises the Urban Core as the location for major leisure, culture and tourism development and seeks to create a more prosperous economy through the creation of 22,000 new jobs.
- 5.6 Policy CS2 earmarks the Urban Core as the priority location for development which will maintain and enhance its vibrancy. Part 4 of this policy identifies that this will be achieved by supporting developments which enhance and diversify culture, leisure and tourism facilities.
- 5.7 Policy QB1 seeks to achieve major regeneration of the Quays and Baltic Sub-Area for a diverse mix of cultural, commercial and leisure-led uses by requiring by providing improvements to the environment, accessibility and the green infrastructure network. Part 4 of this policy allocates 6 sites, including the Baltic Quarter for mixed use developments to contribute to the achievement of these aims.
- 5.8 Policy QB3, part 5 supports development for a range of uses, including hotels, within the Baltic Quarter, subject to compliance with various criteria listed in the policy.
- 5.9 Policy UC3 of the CSUCP relates to leisure, culture and tourism within the Urban Core and part 1 (iii) of this policy supports development which enhances and diversifies leisure, culture and tourism by extending the offer across the daytime and night time to a broader range of visitors through the provision of a range of hotels.
- 5.10 Policy CS5 states that Gateshead and Newcastle will play a major role in the economic growth of the North East. They will continue to develop a diverse economy with accessible employment and deliver significant increases in the number of businesses and jobs. Part 2 (ii) of this policy identifies this will be achieved by strengthening and clustering economic assets and promoting growth sectors including retail, leisure, health and tourism in the Urban Core.
- 5.11 Policy CS8 relates to leisure, culture and tourism across the Borough and part 1 of this policy states that development which improves the range and quality of leisure, culture and tourism facilities, including major sports venues and events, will be encouraged by focusing leisure, cultural and tourist attractions in the Urban Core and at accessible locations.
- 5.12 Part 6 of the NPPF encourages the building of a strong, competitive economy. Para. 81 states that significant weight should be placed on the need to support economic growth and productivity, taking into account local business needs and wider opportunities for development.
- 5.13 The provision of overnight visitor accommodation is a vital element of the wider Quays Arena and Conference Centre Development and is necessary to ensure the successful operation of these facilities once completed. A planning application for the re-designed Quays Arena and Conference Centre is expected to be submitted shortly. This will remove the approved hotel from the Quays site; with this application providing a new location for the hotel. As such

the submitted planning statement indicates that this proposal will have significant economic benefits including supporting around 355 full time construction jobs and 395 indirect full time jobs in the supply chain and a gross value added (GVA) of around £49 million per annum during the construction phase. Once operational the hotel would create around 75 full time jobs and support 40 indirect jobs in the wider region. The direct jobs would generate around £1.8 million in wages per annum and overall an uplift of £1.7 million per annum GVA. The hotel would provide additional accommodation of 210,000 visitor nights per annum giving rise to a gross uplift in tourism expenditure of £13.9m per annum.

- 5.14 Detailed matters are considered below, however it is considered that the proposed hotel in this location within the Baltic Quarter is acceptable in principle and would accord with the aims of policies QB3, UC3 and CS8 of the CSUCP and Part 6 of the NPPF. The economic benefits of the development are acknowledged and in accordance with para. 81 of the NPPF should be afforded significant weight.

5.15 TRANSPORT

5.16 Transport Assessment

The original planning application DC/20/00323/FUL for the Gateshead Quays Area and Conference Centre included a series of traffic modelling to inform the planning application and transport assessment. The outputs from the traffic modelling showed that localised congestion would occur as drivers access/exit from a major event at the Arena. However, with better control of traffic signalised junctions, some of these issues could be mitigated.

- 5.17 Since the initial application was submitted, the development proposals for the Gateshead Quays have changed, resulting in the current application to relocate the Hotel from the Quays area to the current site adjacent to Hawks Road/Quarryfield Road. Although the proposed dual brand Hotel is intended as a direct replacement for the extant dual brand Hotel approved by the original planning application, in planning terms, the new dual brand Hotel needs to be treated as additional as the previous consent for the Gateshead Quays site remains extant and whilst unlikely in practical terms, theoretically both dual brand Hotels could be constructed, if the current application is approved. A new application is due to be submitted shortly for the Gateshead Quays site and will be determined in due course. However irrespective of the outcome of this application, planning permission DC/20/00323/FUL remains extant and has been implemented by the undertaking of enabling works.

- 5.18 In these circumstances and prior to submission of this application, Officers considered whether additional traffic modelling should be undertaken to understand the impact of the current proposal. Since the original traffic model was developed, there have been a number of changes to the transport network and travel behaviours, which will have had a significant impact on the traffic conditions in the Gateshead Quays area. These include the Covid 19 Pandemic and a move to hybrid and home working, anticipated build out rate of development within the Quays and Baltic Areas, the Clean Air Zone (CAZ) and

on going works to deliver transport improvements in the Quays and Town Centre Areas being carried out by the Council under the Transforming Cities Fund (TCF). Given ongoing construction works in the area and traffic restrictions, it was not considered possible to collect new traffic data to understand existing traffic conditions. As the existing conditions in the Gateshead Quays area cannot currently be fully understood, it is not considered reasonable or practical to undertake further traffic modelling at this time.

5.19 As such a Qualitative Assessment (QA) of the impacts of the current proposal on the operation of the highway network has been carried out (AECOM, October 2022). This assessment considers the worst case scenario that the current Hotel proposal could be built together with the extant Gateshead Quays Arena, Conference Centre and Hotel development previously approved. It has been used to inform the submitted Transport Assessment (TA) and the key conclusions from the QA are as follows:

- The hotel development is unlikely to have a significant impact for a Saturday late evening as few vehicles will be travelling to/from the hotel at this time.
- In the AM peak, the key issue on the highway network is the westbound approach to the junction Of Eastgate and the A167 (adjacent to Mecca Bingo). The hotel development will likely result in an increase in vehicles travelling in this direction. The queue on the westbound approach to Eastgate is therefore forecast to increase.
- In the PM peak, the additional traffic associated with the hotel will increase congestion at the junction of Eastgate and the A167 (adjacent to Mecca Bingo). This was identified as an area of concern in the original traffic modelling, particularly when a major event is occurring at the Arena. Measures would need to be implemented to manage traffic in this location with changes to traffic signals if possible.

5.20 The QA identifies that the critical junction on the highway network in the Gateshead Quays area is the Hawks Road/Quarryfield Road junction. This needs to have the functionality within the traffic signals so that signals at this junction can be optimised to accommodate changes in demand associated with the Hotel and events taking place at the Gateshead Quays development. Furthermore improvements are required to aid pedestrian movement in the areas surrounding the site, to accommodate the increased number of pedestrians attracted by the proposed development.

5.21 Use of the Hotel would be heavily linked to events taking place at the Arena and Conference Centre and as such it is considered appropriate that a similar scheme of traffic signals and pedestrian improvement measures to that imposed on the original Gateshead Quays development should be repeated as part of any planning permission for the proposed Hotel. However these conditions have been tailored specifically to the hotel and its immediate vicinity rather than the wider Quays development. Furthermore, they are worded to allow for flexibility and potential agreement of an alternative scheme of

improvements to traffic signals equipment and pedestrian improvement measures depending on the circumstances.

- 5.22 The QA also determines that whilst the relocation of the hotel is unlikely to have any significant impact on conclusions previously drawn from the original traffic modelling work, the access arrangements into/out of the hotel for drop-offs and deliveries, should be carefully reviewed to ensure that this does not impact on the operation of the Hawks Road/Quarryfield Road junction. This is considered further below.
- 5.23 The TA elaborates upon the QA. It states that the practical position is that the proposed hotel will replace the extant consent on the Gateshead Quays site by relocating this facility to the south eastern corner of the Hawks Road/ Quarryfield Road junction. As a result, the TA considers there will be a neutral vehicle trip impact as the extant consent is being relocated approximately 100m southwards of its currently consented position. Furthermore, as neither the extant or proposed hotel provide dedicated car parking and instead rely on public car parking facilities, there will be no material change in the distribution of vehicle trips.
- 5.24 The TA concludes that even in the pure planning scenario which considers the hotel as an additional hotel, whilst there would be some increase in queuing around the junction of Eastgate and the A167 (adjacent to Mecca Bingo), the traffic impact of the proposed development would be minimal and would not give rise to a significant material traffic impact beyond that of the extant scheme.
- 5.25 The conclusions of the QA and TA are broadly considered acceptable and, subject to the above conditions, it is not considered the development would result in any unacceptable impacts upon highway or pedestrian safety or traffic flow, in accordance with Local Plan policies QB3, UC9, CS13, MSGP14 and MSGP15 and Part 9 of the NPPF.
- 5.26 Pick up and Drop Off Facility
The proposal includes a pick up and drop off facility for taxis and other vehicles bringing guests to the hotel. This was originally intended to be located to the east of the building, adjacent to the access road to Baltic Quarter, but amended plans have now been received and the facility would now be located on Quarryfield Road a short distance to the south of the main hotel entrance.
- 5.27 The amended design is broadly considered acceptable and is well located for guests being dropped off or collected from the hotel. However the submitted drawings require further refinement in terms of the position of kerbs and materials for the facility, which can be agreed by condition.
- 5.28 Additionally Officers consider it is fundamental in terms of accessibility and safety that a 3.75m wide shared use path, from the junction of Hawks Road and Quarryfield Road, beyond the proposed pick-up and drop-off facility, to tie-in with the existing segregated cycleway and footway in front of the Riga building, is provided as part of this development.

5.29 Once a final design for the pick up and drop off facility and associated multi user path is produced, this may require amendments of the existing traffic calming and road markings on Quarryfield Road. New connections to the public highway and works within it, such as these amendments, would require a S278 agreement with the Highway Authority under separate requirements of the Highways Act. The developer is aware of the need for this separate agreement and would need to seek this in the future if planning permission is granted.

5.30 Travel Plan

A Framework Travel Plan (FTP) was originally submitted as part of the application and has been subsequently updated following Officer's comments.

5.31 The hotel would not include any car parking on site. Regular bus services run along Hawks Road and Mill Road, with bus stops in the vicinity of the application site, providing a connection to Gateshead Interchange and Newcastle City Centre. There are also pedestrian and cycle routes to these nearby centres which are around 15-20 mins walk away.

5.32 The revised FTP has a greater emphasis on travel to the site by sustainable modes for staff rather than hotel guests. It also identifies that the hotel operator would intend to seek a discounted rate for guest car parking within the adjacent MSCP. Transport Officers are concerned this could undermine the objective to travel to the hotel by sustainable modes.

5.33 Officers consider that improved measures to promote travel by sustainable modes for both guests and staff are required. These could include shower provision, changing facilities and lockers for staff cyclists, season ticket loan schemes and taster tickets/passes for staff using public transport and means to promote sustainable travel by guests.

5.34 A condition to agree a full travel plan prior to first use of the hotel and implementation of this for a minimum of 5 years is considered appropriate. The full travel plan would be expected to include the above measures and other means of supporting sustainable travel.

5.35 Cycle Parking

Amended layout plans show provision of 6 cycle stands, providing 12 short stay cycle spaces, adjacent to the main hotel entrance. 28 long stay spaces for guests and staff are shown to the rear of the hotel. The quantity of cycle parking indicated is broadly acceptable for the scale and nature of the development. Precise details of the type, fixings, materials, dimensions and setting out arrangements for the cycle parking and the secure weather resistant enclosure are not included in the application. However, these details, including a suitable access route, and implementation of the required amount of cycle parking can be secured by conditions.

5.36 Servicing

A hammerhead shaped service yard is proposed to the rear of the hotel, this would serve as a turning area for vehicles up to 12m in length. Longer vehicles would be unable to turn and exit the service yard in a forward gear. No loading bays are shown within the service yard. It would be accessed off the internal access road within Baltic Quarter via a ramp sloping downwards from the road. Officers have some concerns about the steepness of the ramp and consider some vehicles could experience grounding and damage based on the current design. As such a condition to agree details of and secure implementation of final details of the service yard ramp is considered appropriate.

- 5.37 The proposed service yard access is situated adjacent to a bend in the internal access road to Baltic Quarter. However traffic speeds and flows in this vicinity are relatively low and as such this arrangement is not considered to result in highway safety issues.
- 5.38 The TA indicates that up to 7 servicing vehicles, including either a 10m rigid or large refuse vehicle, would use the service yard each day, with only 1 large vehicle being able to use it at a time. Vehicles would be given a designated time slot to access the site to avoid conflicts with one another. It is unclear whether there would be any control on access to the service yard, such as a physical barrier.
- 5.39 Officers consider it would be appropriate to agree and secure implementation of a delivery and refuse management strategy for the service yard access by condition to ensure this can operate safely without any adverse impacts. This should include a schedule of deliveries; an explanation how the maximum size of vehicles will be controlled; and how the area will be kept clear and operate in a safe manner at all times.
- 5.40 Works Affecting the Public Highway
Layout plans submitted with the application do not accurately depict all existing highway features, the on going TCF works and site levels. It is important that existing and proposed site levels are correctly plotted on a plan to inform footpath, highway and hard surfacing works associated with the proposed hotel. As such a condition to agree and implement satisfactory site levels is considered appropriate. These details would also be needed to inform engineering drawings required for the S278 agreement.
- 5.41 Other Matters
Officers note that existing roadside footpaths to the east side and rear of the proposed hotel adjacent to the Baltic Quarter access road appear to be being encroached into by hard and soft landscaping features, including proposed retaining walls, associated with the hotel. Whilst these are not adopted footways and are privately owned by the Council, it is important they are maintained to their current width. The developer has been made aware of this issue and conditions to agree precise details of hard landscaping, surfacing treatments and retaining walls are considered appropriate. These would need to include a comparison plan overlaying existing footways and highway features against the proposed development to ensure there is no encroachment, that existing footway widths are maintained and should also

detail the treatment between the boundary of footways and highway features and private realm within the application site.

5.42 Furthermore existing footways to the rear of the proposed hotel adjacent to the Baltic Quarter access road are flush with the road, demarked by bollards and include street lighting and CCTV. Indicated surfacing materials within the application site do not match these existing footways and the treatment of proposed kerbing, existing bollards, street lighting and CCTV is unclear from the application. These details would also need to be agreed by conditions, in consultation with the Highway Authority and the council as landowner to ensure a consistent appearance, levels and overall finish to these areas of the site.

5.43 Transport Conclusion

There are a series of outstanding points identified by Officers in terms of transport and accessibility issues, however these matters are considered capable of being resolved by conditions, as detailed above. Subject to these conditions it is considered that, when treated as an additional hotel, small increases in traffic flow can be adequately managed, necessary improvements to pedestrian and cycling facilities delivered and an acceptable public and private realm scheme provided on and adjoining the Hotel site. As such the proposed development is considered acceptable in terms of highway safety and accessibility, in accordance with Local Plan policies CS13, UC5, UC6, UC7, UC8, UC9, QB1, QB3, MSGP14 and MSGP15 and Part 9 of the NPPF.

5.44 AMENITY IMPACTS

The closest residential properties to the proposed Hotel are located at Baltic Quay Apartments around 105m to the north. Other properties bordering the site including Gateshead College, the Ramada Encore Hotel and Offices within Baltic Quarter could also be sensitive to the impacts of the proposal.

5.45 A development site known as 21 Mill Road is located immediately to the north of the proposed Hotel on the opposite side of Hawks Road. Planning permission DC/19/00785/FUL relates to this site and granted consent for a 20 storey building for use as a hotel, serviced apartments and ground floor commercial units. An application for a Lawful Development Certificate (DC/23/00132/CPE) is currently under consideration to establish whether this consent has been lawfully implemented, remains extant and capable of being built out in the future.

5.46 Light and Shadowing

A Daylight and Sunlight Assessment has been submitted as part of the planning application.

5.47 Given the separation distance of over 100m between the proposed hotel and Baltic Quay Apartments, there would not be any adverse impacts to residents in terms of loss of light and over shadowing.

5.48 The proposed hotel would be 9 storeys in height with a maximum height of 61.865m to the top of the roof parapet level and 56.275m to the level of the flat roof.

- 5.49 To the west side on Quarryfield Road land slopes downwards from south to north, the proposed building is designed to accommodate this drop in levels. This side of the hotel would be located to the east of Gateshead College, at the closest point there would be a separation distance of around 29m between the two buildings. The flat roof of the hotel would sit approximately 9m above the height of the College and the upper roof parapet level would be around 15.9m taller. Given the eastern orientation of the hotel to the College, there would only be limited shadowing of the east side of the College for a brief period early in the morning before the sun moves towards the west. This would be similar to the existing impacts between the Riga Building, located to the south of the proposed hotel, and the southern part of the College, which is situated immediately opposite on the west side of Quarryfield Road.
- 5.50 The Riga building is located around 10m to the south west of the proposed hotel at an oblique angle. The main part of the roof would sit approximately 5.9m higher than the existing building and around 11m to the height of the upper roof parapet level. Given the northern orientation of the hotel to this building and the oblique relationship, it is not considered there would be any over shadowing or significant loss of light to users. Similarly given the relationship of the proposed hotel to other buildings on Baltic Quarter to the east of the Riga building, it is not considered they would be subject to any adverse impacts of this nature.
- 5.51 The proposed hotel is located around 18m to the south of the 21 Mill Road development site, where there has been previous planning permission for a 20 storey hotel and serviced apartments. At present it is not known whether this consent remains extant and this will be established as part of a current Lawful Development Certificate application. The Mill Road site is allocated for office and leisure uses in the CSUCP, however, it has been subject to a series of previous planning permissions for developments of a residential nature, as such it is appropriate that impacts on potential future development of this site are considered.
- 5.52 The Daylight and Sunlight Assessment considers the impacts of the proposed hotel on a building of identical scale and height to the most recently approved development at 21 Mill Road, having regard to the Building Research Establishment (BRE) Guidelines entitled 'Site Layout Planning for Daylight and Sunlight - A Guide to Good Practice (2022)'. It concludes that impacts are acceptable when considered against the BRE Guidelines. As such it is not considered the proposed hotel would result in adverse impacts in terms of daylight and sunlight upon the 21 Mill Road development site based on a building of matching scale and height to what was previously approved on that site.
- 5.53 The Ramada Encore Hotel is located immediately to the east of the 21 Mill Road development site and to the north east of the proposed hotel on the opposite side of Hawks Road. The southern side of the Ramada Encore Hotel will already experience some shadowing at certain times of the day and year from the new multi storey car park located immediately to the south of Hawks

Road, with further impacts of shadowing to the west side of the building if any development comes forward at 21 Mill Road in future. The proposed hotel would be at an oblique angle to the Ramada Encore Hotel. Given the relationship between the two buildings and presence of existing and potential future tall buildings in vicinity of the Ramada Encore Hotel, it is not considered impacts of shadowing from the hotel would be significant within this context.

- 5.54 The proposed hotel is located within the Baltic Quarter, which is an urban location including a series of current and potential future taller buildings. Within such areas density of development and levels of light are typically lower than in lower density, more rural locations. Furthermore none of the existing buildings bordering the application site are in residential use, with all being commercial, educational or hotel uses. As such users would be more transient, spending less time in the buildings than residential occupiers and would not be subject to any permanent and long term impacts of light and shadowing. Impacts of daylight and sunlight have been assessed and it is not considered the proposed hotel would result in any adverse impacts in these regards, in accordance with Local Plan policies CS14 and MSGP17 and Parts 12 and 15 of the NPPF.
- 5.55 Noise
A Noise Impact Assessment (NIA) has been submitted as part of the planning application. Anticipated sources of noise associated with the proposed hotel are anticipated to come primarily from plant and equipment, together with general comings and goings.
- 5.56 The NIA identifies that the proposal would result in an exceedance of night time (23.00 - 07.00) noise levels. These are calculated to be an exceedance of 5dB at the 21 Mill Road development site and 3dB at the Ramada Encore Hotel and Gateshead College.
- 5.57 Policy MSGP18 Part 2 states that 'where the increase in noise level would be between 5dB(A) and 10dB(A) the applicant will be expected to demonstrate that acceptable noise levels will be achieved, or can be achieved, through appropriate mitigation and a noise assessment may be required. Where the increase in noise levels would be below 5dB(A) the application will be judged on its merits.'
- 5.58 In terms of plant noise mitigation would be provided in terms of the siting of equipment on the roof away from the most sensitive areas, control over hours of use of some equipment, use of noise limiting features and use of a louvered screen around roof top plant.
- 5.59 Furthermore once the consented Arena and Conference Centre are operational together with the adjacent multi storey car park, background noise levels at night may be higher than those used in the Assessment, meaning exceedance of background noise level is naturally lower. The College and surrounding commercial buildings are unlikely to be in use during the night time period so are not anticipated to be adversely affected in this regard. Users of the Ramada Encore Hotel and potential future 21 Mill Road site, if a hotel is built

there in the future, would be short term, transient occupiers and would therefore only be exposed to impacts for limited periods.

- 5.60 During the day time plant noise would not be noticeable above existing background noise, which is relatively high given the urban location, at surrounding receptors including 21 Mill Road, the Ramada Encore Hotel and Gateshead College.
- 5.61 The Baltic Quay apartments would be situated further away from the proposed hotel than the 21 Mill Road site and Ramada Encore Hotel. As such plant noise from the hotel at the apartments is expected to be less than that at the Ramada Encore Hotel and would be negligible against existing background noise, during both the day and night.
- 5.62 The site is situated within an urban location in proximity to a number of existing and extant leisure, cultural and entertainment venues, commercial and educational premises, construction sites and roads and public transport links. Background noise, during both day time and night time is therefore relatively high. There is no car parking directly associated with the proposed hotel, as such vehicle movements associated with the site would be relatively low and not unduly noise generating. Comings and goings by hotel guests and staff are not expected to generate levels of noise audible in excess of current background noise levels, in particular at the Baltic Quay apartments, the closest residential properties to the proposed hotel.
- 5.63 Plant would be located on the roof of the proposed hotel with some hotel rooms immediately below. However mitigation, in particular sound insulation performance specifications for the glazed elements of the hotel bedrooms, would be used to minimise these impacts, which would only be short term in any event given the transient nature of the occupants.
- 5.64 Conditions requiring compliance with glazing sound reduction values set out in the NIA and final plant noise mitigation proposals compliant with noise levels specified in the NIA are considered appropriate to prevent unacceptable noise outbreak from the hotel and appropriate standards identified in the NIA are met.
- 5.65 Overall it is not considered the development would result in adverse impacts in terms of noise associated with the development in accordance with Local Plan Policy MSGP18 and Parts 12 and 15 of the NPPF.
- 5.66 Odour
In general the proposed hotel is not considered to be an odour generating form of development. However it would incorporate a bar and kitchen serving food. Details of proposed kitchen exhaust and ventilation are not included in the application and Officer's consider a condition to agree these details and secure their implementation as part of the development are appropriate, in accordance with Local Plan policies MSGP17 and CS14 and Part 15 of the NPPF.
- 5.67 Construction Phase

The construction phase of the development has potential to impact on residents and businesses within the vicinity of the site, together with wider impacts such as traffic/transport, ecology and drainage. However these impacts would be for a temporary period only and are considered capable of being adequately managed during this period.

5.68 Officers recommend that a Construction Environmental Management Plan (CEMP) is agreed by condition prior to the commencement of the development. This would set out how a number of construction matters would be addressed while the development is being built, including traffic management, deliveries, temporary drainage, ecological issues, cranes and general amenity impacts.

5.69 Conditions to control construction working hours and to agree and implement the CEMP are appropriate to ensure amenity and other related impacts are minimised to an acceptable level, in accordance with Local Plan policies MSGP17 and CS14 and Parts 12 and 15 of the NPPF.

5.70 AIR QUALITY

An Air Quality Assessment has been submitted as part of the application. Officers agree with the methodology used and the assessment of both construction and operational impacts detailed in the report. The assessment concludes that there will be no exceedance of relevant air quality standards at residential receptors, no introduction of new residential receptors into an area of poor air quality, nor any significant impact on the wider town centre Air Quality Management Area (AQMA) or the Tyneside Clean Air Zone (CAZ) as a result of the development. As such it is considered that there are no air quality constraints with the proposed development.

5.71 Given the immediate proximity of residential (Baltic Quays Apartments) and other facilities (Gateshead College, existing hotels, etc) it is appropriate that fugitive dust emissions from site preparation and construction should be controlled. A dust management plan (DMP) should be embedded into a broader Construction Environmental Management Plan (CEMP) which should be subject to a condition. The DMP should include the mitigation measures detailed in appendix H of the Air Quality Assessment and demonstrate compliance with relevant IAQM (Institute of Air Quality Management) guidance.

5.72 Subject to the above condition, it is not considered there would be any adverse impacts in terms of air quality both during construction and once the Hotel is operational, in accordance with policies CS14 and MSGP19 of the Local Plan for Gateshead and Part 15 of the NPPF.

5.73 FLOODING AND DRAINAGE

The site is situated in flood zone 1, with a low risk of flooding and there are no known historical recorded incidences of flooding on the site. The Environment Agency identify a low risk of surface water flooding on Quarryfield Road and Hawks Road adjacent to the site. Overall the site is considered to be at a low risk from all sources of flooding.

- 5.74 A Flood Risk and Drainage Assessment was originally submitted with the application, further information including a drainage layout, technical details and calculations were subsequently provided following Officer's initial comments.
- 5.75 The scheme incorporates SuDs including a blue or green roof to the building, permeable paving, an attenuation tank and areas of landscaping to attenuate water above ground. Following attenuation, surface water would be discharged into the public sewer at 5 l/s, as agreed with Northumbrian Water. Other options including ground infiltration and an outfall to the river are not considered suitable in this location due to the circumstances of the site. In principle Officers consider the site is capable of being adequately drained, including SuDs, without being subject to on site flood risk or increasing flood risk elsewhere. However some minor discrepancies in the technical details of the proposed drainage scheme have been identified. As such a condition is recommended to agree precise details of the final drainage scheme. Additionally a condition for a drainage management plan is considered appropriate identifying ownership and responsibility for all drainage components and how these would be maintained for the lifetime of the development.
- 5.76 An existing private drain associated with the Baltic Quarter development crosses the application site and is required to be protected or diverted to accommodate the development. A condition to agree a detailed Drainage Construction Method Statement, which will include details of protection or diversion of this existing private drain, is appropriate to demonstrate how this feature will be dealt with as part of the development. This would also ensure that surface water run off during the construction phase is adequately managed and off site surface water flooding is not increased during construction works.
- 5.77 The proposed service yard, which would be accessed by HGVs and other vehicles has potential for contamination by petrol leakage and other spillages, which could seep into the drainage system. A channel drain incorporating a cleaning system is proposed which would address this issue. Officers have recommended that permeable paving is used within the drop off/pick up facility area which would help in the treatment of any pollution from vehicles using this facility. This would be explored further as part of the final drainage scheme condition, however if this is not possible for practical reasons a similar approach to the service yard could be used to deal with any potential pollution. As the proposals would not discharge into any water course, sources of pollution are capable of being adequately addressed and no other sources of pollution affecting the drainage system are anticipated, it is not considered the development would result in any water quality issues.
- 5.78 Overall, subject to appropriate conditions as detailed above, it is considered the development can be satisfactorily accommodated without being affected by flood risk or increasing flood risk elsewhere and without resulting in any water quality issues, in accordance with Local Plan policies CS16, CS17, QB3, MSGP29 and MSGP30 and Part 14 of the NPPF.

5.79 IMPACT ON THE CHARACTER OF THE SURROUNDING AREA

Officers consider that the proposed Hotel is generally of a good standard of design. The height of the proposed building would be taller than adjacent existing buildings at Gateshead College, the Riga building and the recently constructed multi storey car park. However a precedent for taller buildings in this area has previously been established by the Baltic Quay apartments, which are around 13 storeys in height and the 21 Mill Road development site, where planning permission was previously granted for a 20 storey building. As such it is considered the height of the Hotel, although taller than immediately surrounding buildings to the south and west would relate acceptably within this urban context. Whilst taller, the scale and massing of the Hotel are broadly similar to that of adjacent buildings.

- 5.80 The detail and elevational design of the building and proposed materials/colours are well thought out and again have been considered in context, taking reference from the surrounding built form. The building would present active frontages onto Hawks Road and Quarryfield Road. The proposed building has its own distinctive identity and appearance. The materials and colours have been applied in such a way that they create visually striking volumetric elements that lock together to form the entire building, producing a visually dynamic and interesting built form that also works to break up the overall mass of this large structure. The light grey brick gridiron elevational treatment presents a strong architectural element that appears to overlay the dark grey/black brick detailing set within the window bays. The overall effect delivers a strong architectural rhythm that is well-proportioned and well-articulated, bringing depth and definition to the building's facades.
- 5.81 Conditions to agree final external materials for the hotel are appropriate to ensure they reflect the submitted elevation plans and relate to the surrounding area.
- 5.82 External space around the building is limited and is required to accommodate some functional features such as the service yard and pick up/drop off facility. However the remainder of external areas would be landscaped to a high standard, including planting and soft landscaping, hard surfacing, steps and public seating. Whilst details of landscaping are provided, a landscaping condition is considered appropriate to agree precise details of materials and finishes.
- 5.83 The Gateshead Quays and Baltic area has an established materials palette for external detailing, where a brushed stainless steel finish is typically used. The amended details indicate that cycle parking stands and handrails would now utilise these materials. This would ensure consistency and quality of finish with the wider surroundings.
- 5.84 Similarly, there is an established palette of hard surfacing materials within this locality. The submitted details are not always consistent with this and as such a condition to agree precise details of hard surfacing are appropriate to ensure they reflect the established public realm palate.

- 5.85 All existing trees and shrubs, with the exception of 5 no. hornbeam trees to the south east corner forming part of the landscape scheme for the Riga Building, would be removed to accommodate the development. However the vegetation being removed is relatively recent, of limited visual merit and would be compensated for by the provision of new tree planting as part of the development. A condition to agree tree protection details for the 5 retained trees during construction is considered appropriate.
- 5.86 Plan policies UC17 and CS15 require the provision of public art on development of key sites within the Urban Core. The amended design and access statement sets out some indicative proposals for incorporating public art within the scheme to the north east and south west of the building. A condition is appropriate to secure agreement and implementation of public art as part of the development.
- 5.87 Subject to conditions to agree precise details of landscaping and external finishes, it is considered the building is of a good quality design and would relate well visually to the character and appearance of the surrounding area, in accordance with Local Plan policies CS15,UC12, QB3 and MSGP24 and Part 12 of the NPPF.

5.88 HERITAGE AND ARCHAEOLOGY

There are no recorded heritage assets on the site. Historically it formed part of a medieval deer park but has been redeveloped and reclaimed since then. To the west is Bridges Conservation Area and to the west, north-west and north are a number of listed and locally listed structures and buildings. They are a disparate group of features in terms of age, function, origin, generally large and separated by modern development.

- 5.89 The site is part of the wider redevelopment of Baltic Quarter and Gateshead Quays where multi-storey modern buildings have been added since the 1990s. These buildings and additional approved schemes intervene between the heritage assets and the proposed hotel site.
- 5.90 The proposed development, of modern design and materials, in the context of other development here will not affect the character and significance of nearby heritage assets or their setting. As set out above, conditions to agree precise details of external materials are appropriate to ensure this is the case.
- 5.91 An archaeological desk based assessment for the site has been submitted as part of the planning application. The report reviewed geotechnical investigations, LiDAR data and satellite images, the Tyne and Wear Historic Environment Record and other historical and cartographic sources including historic maps. The report concluded that the site has no evidence for prehistoric, Roman or medieval occupation within or in close proximity to the site, and it remained as park or agricultural land until the mid 19th century when it was developed for industrial uses. Subsequent redevelopment and remediation is considered to have removed any archaeological evidence from earlier periods. The archaeological desk-based assessment demonstrates that

the application site has low archaeological potential and no further archaeological investigation is required.

- 5.92 The proposal is not considered to result in any adverse impacts in terms of heritage or archaeology and would preserve the significance and setting of heritage assets within the wider surroundings, in accordance with Local Plan policies CS15, UC12

5.93 ECOLOGY/BIODIVERSITY

An Ecological Assessment and Biodiversity Net Gain (BNG) Design Stage Report have been submitted with the application.

- 5.94 The supporting information sets out that the habitats present on site (modified grassland, tall ruderal, scattered trees, hedging and scrub) are of limited ecological value. Trees and scrub within the site have potential to support nesting birds during the nesting season (considered to run from March-September inclusive) whilst the site offers suitable some limited foraging habitat for hedgehog *Erinaceus europaeus*, a Species of Principal Importance in England under S41 of the NERC Act (2006) and sub-optimal foraging/commuting habitat for bats.
- 5.95 The proposed development has the potential to result in the direct loss and/or deterioration of habitats and features (e.g. habitats used by hedgehog and nesting and foraging birds; and the increased disturbance, displacement and predation of species, including via any increased lighting levels). In accordance with Para. 180 of the NPPF, and Policy MSGP37, these impacts should be avoided where possible, adequately mitigated or compensated for. The submitted Ecological Assessment identifies proposed mitigation including insect hotels, avoidance of works during the bird nesting season or checking surveys by an Ecologist if works are required during this period, incorporation of bird boxes within the development and a precautionary working method statement with regards hedgehogs.
- 5.96 Officers also consider conditions to agree and implement a Construction Environmental Management Plan for biodiversity, bat roosting and bird nesting features and an appropriate lighting design strategy for biodiversity are appropriate to secure required ecological mitigation, in accordance with Para. 180 of the NPPF, and Policy MSGP37,
- 5.97 In terms of biodiversity the site currently accommodates 1.05 habitat units and 0.3 hedgerow units. The development would result in a loss of biodiversity of 0.3 habitat units and 0.3 hedgerow units. Policy MSGP37 and Para. 174 (d) of the NPPF require that new development provides a net gain to biodiversity. The Government's emerging Environment Bill proposes to set a requirement for all new developments to achieve a 10% BNG using Defra's Biodiversity Metric calculator tool to inform off-site requirements, however as this is currently a draft Bill only and not currently an Act of Parliament, these requirements cannot be enforced at this time and only a net gain is required to be delivered in accordance with the above policies.

5.98 Whilst some planting within the site is proposed which would make a small contribution to its biodiversity value, overall the development would result in a net loss to biodiversity. Previous planning applications DC/20/00323/FUL and DC/21/01436/FUL, which encompassed the hotel within the Quays Arena and Co-ex site on the opposite side of Hawks Road identified 4 off site locations within the Council's control where a BNG of 7.5% could be provided, with conditions used to agree final details of these proposals. With regards the current application, officers consider that an off site BNG compensation scheme achieving a similar percentage to the previous scheme is capable of being achieved either within the 4 previously identified off site locations or on other Council land if required. Precise details of this are unclear at this time and would be finalised in conjunction with BNG proposals for the Quays Arena and Co-ex site. As such conditions are considered appropriate to require the proposed hotel to provide a minimum of 7.5% BNG and to agree and implement these off site measures. This will ensure an acceptable level of BNG, consistent with the previous scheme, is provided as part of the development, in accordance with policy MSGP37 and Part 15 of the NPPF.

5.99 GROUND CONDITIONS

The site is situated on land formerly occupied by a railway line, public house, an abattoir, pump works, an electricity substation and warehouses. Consequently, it is considered by officers that the development area may be affected by ground contamination. Contamination may possibly exist from historic made ground deposits present possibly from previous uses, imported fill materials and historic made ground deposits containing demolition materials from former buildings such as asbestos.

5.100 A Phase 1 Desk Top Study has been submitted as part of the application. This concludes that intrusive site investigations should be undertaken to assess the potential for presence of contamination and ground gases, in particular in the central and northern areas. The investigation would also inform foundation and engineering solutions for the development. Officers concur that a condition is appropriate to secure will be required for further site investigation as part of a Phase II Detailed Risk Assessment, including gas monitoring. Conditions for remediation and verification reports are also considered appropriate, to be discharged if site investigations determine remediation works are necessary.

5.101 The site is situated within a coalfield development high risk area and the Coal Authority were a statutory consultee on the application.

5.102 The Coal Authority's records indicate that the site is likely to have been subject to historic unrecorded underground shallow coal mining. Voids and broken ground associated with such workings can pose a risk of ground instability and may give rise to the emission of mine gases. A Coal Mining Risk Assessment has been submitted with the application. This identifies that there is the presence of possible ancient shallow coal mine workings in the High Main, Metal and Five Quarter coal seams. It is therefore recommended that intrusive site investigations and remedial works, if necessary, are undertaken as part of the development.

- 5.103 Conditions are recommended by the Coal Authority to secure intrusive site investigations of shallow mine workings, together with remediation and mitigation works and verification of such works, as necessary.
- 5.104 Subject to the above conditions, the development is considered to comply with the requirements of Local Plan Policies CS14 and MSGP20 and Part 15 of the NPPF.

5.105 SUSTAINABILITY

The Hotel has been designed with a 'fabric first approach' a nationally recognised method in designing buildings to mitigate carbon emissions at best value. The design aims to maintain a comfortable internal environment whilst using the minimum amount of energy. This will be achieved by passive measures in the design to minimise the need for mechanical cooling, heating and artificial lighting, efficient mechanical and electrical systems where required and use of renewable technologies. The development aims to achieve sustainability in excess of Part L of the 2021 Building Regulations which set maximum limits for carbon emissions from buildings and provides minimum efficiency standard for fabric and building services. The site is also located in proximity to the Gateshead District Energy Centre and has potential to connect to this network. Overall it is considered the development would provide a good level of sustainability, in accordance with Local Plan policy CS16 and Part 14 of the NPPF.

5.106 WASTE MANAGEMENT

A bin storage area capable of accommodating an adequate number of bins to serve the development would be provided to the southern side of the eastern wing. This would be serviced from the service yard which is a hammerhead turning area to the rear of the building accessed via the Baltic Quarter internal access road off Hawks Road. This would provide adequate turning and manoeuvring space for refuse collection vehicles. As such waste management facilities at the site are considered to be acceptable and would accord with policy MSGP48.

5.107 WIND MITIGATION

A Pedestrian Level Wind Microclimate Assessment has been submitted as part of the application, which has been subsequently updated to reflect the amended layout and relocation of the pick up/drop off facility. This identifies that pedestrian thoroughfares at the south west and north corners of the site may have wind exceedances which could pose a safety concern to more vulnerable pedestrians and cyclists. The original Assessment included some mitigation proposals including planting of trees and other vegetation around the building and steel wind mitigation screens.

- 5.108 Following amendments to the layout to accommodate the revised position of the taxi drop off, the Wind Assessment was updated and an amended report was submitted. This recommends use of further wind mitigation screens beyond that shown on the submitted plans and detailed in the original Assessment. It also advises that further wind modelling is carried out taking into account landscaping within the Multi Storey Car Park site to the east. As

such conditions are considered appropriate to agree details of final wind mitigation measures and the further modelling required to ensure the development does not result in safety concerns. Subject to this condition it is considered the Hotel can be accommodated without exposing pedestrians and cyclists to unacceptable conditions, in accordance with Local Plan policies CS13, CS14, MSGP15 and MSGP17 and Parts 9 and 12 of the NPPF.

5.109 EMPLOYMENT OPPORTUNITIES

A major priority for the Council is the creation of employment and training opportunities, especially apprenticeships for local people and as such the Council seeks to bring forward opportunities in construction and also the operation of the development.

5.110 The apprenticeships could be through the Council's supply chain, contractors, delivery partners or ancillary activities across the length of the build and the long-term operation of the development upon completion. Any such opportunities would be made available to target groups within the Borough and beyond.

5.111 In line with the Council's Planning Obligation SPD (Targeted Recruitment and Training) December 2016, agreement and implementation of an Employment and Training Plan for both the construction and operational phases can be secured by conditions.

5.112 COMMUNITY INFRASTRUCTURE LEVY

On 1st January 2017 Gateshead Council became a Community Infrastructure Levy (CIL) Charging Authority. This application has been assessed against the Council's CIL charging schedule and the development is a CIL chargeable development. However, it is in Commercial Zone 3, where the rate is £0 per square metre.

6.0 CONCLUSION

6.1 The proposed dual brand Hotel is intended to replace the extant dual brand Hotel previously approved as part of the Gateshead Quays Arena and Conference Centre Development. However for planning purposes, given the extant nature of the previous consent, it is appropriate that the current proposal is considered as an additional Hotel and on its own merits.

6.2 Policy QB3 Part 5 allocates land within Baltic Quarter for a range of uses, including Hotels. As such the principle of the proposed use in this location is acceptable.

6.3 The Hotel is of a good quality of design and well related in terms of scale, mass and appearance to the surroundings. Subject to appropriate conditions, no adverse impacts are identified in terms of transport, residential amenity, flooding and drainage, the character of the surrounding area, heritage/archaeology, ecology/biodiversity, ground conditions, waste management, sustainability, wind mitigation and employment opportunities, in

accordance with relevant policies from the Local Plan for Gateshead and the NPPF.

- 6.4 There are no material considerations which indicate otherwise and the application is recommended for approval.

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:

Site Location Plan - NGQ-AHR-HT-ZZ-DR-A-08100 Rev P2
Landscape GA2 - 2982-PLA-XX-XX-DR-L-0002 S2 Rev P07
Softworks GA - 2982-PLA-XX-XX-DR-L-2000 S2 Rev P06
Tree Retention and Removal GA - 2982-PLA-XX-XX-DR-L-2001 S2 Rev P04
Furniture GA - 2982-PLA-XX-XX-DR-L-4000 S2 Rev P05
Site Plan Proposed - NGQ-AHR-HT-ZZ-DR-A-08102 Rev P2
Ground Floor Plan - NGQ-AHR-HT-00-DR-A-08200 Rev P2
First Floor Plan - NGQ-AHR-HT-01-DR-A-08201 Rev P3
Second Floor Plan - NGQ-AHR-HT-02-DR-A-08202 Rev P2
Third Floor Plan - NGQ-AHR-HT-03-DR-A-08203 Rev P2
Fourth Floor Plan - NGQ-AHR-HT-04-DR-A-08204 Rev P2
Fifth Floor Plan - NGQ-AHR-HT-05-DR-A-08205 Rev P2
Sixth Floor Plan - NGQ-AHR-HT-06-DR-A-08206 Rev P2
Seventh Floor Plan - NGQ-AHR-HT-07-DR-A-08207 Rev P2
Eighth Floor Plan - NGQ-AHR-HT-08-DR-A-08208 Rev P2
Ninth Floor Plan (Plant Level) - NGQ-AHR-HT-09-DR-A-08209 Rev P2
Basement Floor Plan - NGQ-AHR-HT-B1-DR-A-08211 Rev P2
Roof Plan - NGQ-AHR-HT-ZZ-DR-A-08210 Rev P2
Elevations Sheet 1 - NGQ-AHR-HT-ZZ-DR-A-08400 Rev P2
Elevations Sheet 2 - NGQ-AHR-HT-ZZ-DR-A-08401 Rev P2
Elevations Sheet 3 - NGQ-AHR-HT-ZZ-DR-A-08402 Rev P1
Brand 1 Bay Elevation - NGQ-AHR-HT-ZZ-DR-A-08501 Rev P2
Brand 2 Bay Elevation - NGQ-AHR-HT-ZZ-DR-A-08502 Rev P2
Building Sections Sheet 1 - NGQ-AHR-HT-ZZ-DR-A-08300 Rev P2
Building Sections Sheet 2 - NGQ-AHR-HT-ZZ-DR-A-08301 Rev P2
Building Sections Sheet 3 - NGQ-AHR-HT-ZZ-DR-A-08302 Rev P2
Building Sections Sheet 4 - NGQ-AHR-HT-ZZ-DR-A-08303 Rev P2

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

No development shall commence until a Phase II Detailed Risk Assessment (to assess potential contamination at the site) has been 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 risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with CS14 and MSGP20 of the Local Plan.

Reason for prior to commencement condition

The site investigation and assessment of the risks of the site must be undertaken before the development commences in order to ensure that an appropriate remediation scheme suitable for the sensitive end use is identified and approved prior to commencement of the development, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, from the beginning of the works.

4

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

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with CS14 and MSGP20 of the Local Plan.

5

If any areas of odorous, abnormally coloured or suspected contaminated ground are encountered during development works, then operations shall cease and the exposed material shall be chemically tested. The

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

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with CS14 and MSGP20 of the Local Plan.

6

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

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with CS14 and MSGP20 of the Local Plan.

7

Where remediation is required (under conditions 3-6) following completion of the approved remediation and monitoring measures, use of the development hereby approved shall not commence until a verification report that demonstrates the effectiveness of the remediation carried out has been submitted to and approved in writing by the Local Planning Authority. Where this is carried out in phases, use of the buildings, structures or plant within the relevant phase shall not commence until a verification report that demonstrates the effectiveness of the remediation carried out for that phase has been submitted to and approved in writing by the Local Planning Authority. The Verification report(s) shall also include cross sectional diagrams of the foundations and details of the approved gas protection measures, details of integrity testing of gas membranes and any test certificates produced.

Reason

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

workers, neighbours and other offsite receptors, in accordance with CS14 and MSGP20 of the Local Plan.

8

No development shall commence until;

- a. a scheme of intrusive site investigations has been carried out on site to establish the risks posed to the development by past coal mining activity, and;
- b. any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is made safe and stable for the development proposed.

The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

Reason

To ensure that the development is not subject to any unacceptable risks from coal mining legacy features and is stable and capable of accommodating the development, in accordance with Policies CS14 and MSGP20 of the Local Plan and Part 15 of the NPPF.

Reason for prior to commencement condition

The assessment of the risks of the site from coal mining legacy features must be undertaken before the development commences in order to ensure that an appropriate remediation scheme suitable for the sensitive end use is identified and approved prior to commencement of the development, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, from the beginning of the works.

9

Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to and approved in writing by the Local Planning Authority. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reason

To ensure that the development is not subject to any unacceptable risks from coal mining legacy features and is stable and capable of accommodating the development, in accordance with Policies CS14 and MSGP20 of the Local Plan and Part 15 of the NPPF.

10

Notwithstanding the submitted plans prior to the commencement of the development precise details of existing and proposed ground levels, finished floor levels and site sections shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In the interest of the visual amenity of the surroundings and highway safety, in accordance with Local Plan policies CS13, CS15, QB3, MSGP15 and MSGP24 and Parts 9 and 12 of the NPPF.

Reason for prior to commencement condition

To ensure accurate site levels are established at an early stage to enable detailed design of floor levels, highway, public and private realm works to progress and in advance of any ground works or laying of foundations taking place.

11

The development shall be implemented in complete accordance with the ground levels, finished floor levels and site sections approved under condition 10.

Reason

In the interest of the visual amenity of the surroundings and highway safety, in accordance with Local Plan policies CS13, CS15, QB3, MSGP15 and MSGP24 and Parts 9 and 12 of the NPPF.

12

Notwithstanding the submitted plans prior to commencement of development a final detailed drainage scheme for the development shall be submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall include a final drainage plan and supporting drainage calculations showing how runoff to and from the site is to be managed together with site specific cross sections through all key drainage components (sewers, attenuation tank, flow control chamber, permeable paving). Information demonstrating how runoff from all areas will receive an appropriate level of treatment in line with the Simple Index Approach of The SuDS Manual is to be provided for approval. Full details of the proposed blue roof system functionality where it forms part of the drainage system are also required.

Reason: To demonstrate that the final detailed drainage design follows best practice guidance and is in accordance with policy CS17 of the Core Strategy and Urban Core Plan and Part 14 of the NPPF.

Reason for prior to commencement condition

Because installation of drainage in the ground will be one of the initial works undertaken once the development commences and it will need to be ensured in advance of this that the proposed drainage scheme is adequate.

13

The development shall be implemented in complete accordance with the Final Drainage Scheme approved under condition 12.

Reason

To demonstrate that the final detailed drainage design follows best practice guidance and is in accordance with policy CS17 of the Core Strategy and Urban Core Plan and Part 14 of the NPPF.

14

Prior to commencement of development a detailed Drainage Construction Method Statement (DCMS) for the development shall be submitted to and approved in writing by the Local Planning Authority. In particular, the DCMS will confirm how the existing drainage crossing the site will be protected and maintained during works with reference to a scheme for diversion of the existing drainage with evidence of agreement with the drainage owner.

Reason

To prevent nuisance in the interests of amenity and highway safety, in accordance with Local Plan policies CS13, CS14, MSGP15 and MSGP17 and Parts 9, 12 and 15 of the NPPF.

Reason for prior to commencement condition

Because initial ground works would impact on existing drainage beneath the site and could also generate new surface water flows, as such it will need to be demonstrated how these issues will be dealt with before any works to commence the development begin.

15

The DCMS approved under condition 14 shall be adhered to in full at all times during construction of the development.

Reason: To prevent nuisance in the interests of amenity and highway safety, in accordance with Local Plan policies CS13, CS14, MSGP15 and MSGP17 and Parts 9, 12 and 15 of the NPPF.

16

Prior to commencement of the development hereby approved, a Construction Environment Management Plan shall be submitted to, and

approved in writing by the Local Planning Authority. The Statement shall include details of the following:

- a. A Construction Traffic Management Plan (CTMP) including routing of vehicles
- b. details of site compounds
- c. means of travel and parking of vehicles for site operatives, contractors and visitors
- d. details of anticipated deliveries, loading and unloading of plant and materials
- e. storage of plant and materials used in constructing the development
- f. the erection and maintenance of security hoarding
- g. liaison with other contractors in the area
- h. wheel washing facilities and methods to prevent transfer of mud/debris to the highway
- i. a Dust Management Plan (DMP)
- j. a scheme for the recycling/disposing of waste arising from construction works.
- k. the sequencing of the implementation of the development
- l. measures to minimise noise during the construction phase including:
 - i. Selection of appropriate equipment and construction methods;
 - ii. Plant to be located as far away as is reasonably practicable from noise-sensitive receptors;
 - iii. Static plant/equipment fitted with suitable enclosures or screening where practicable;
 - iv. Temporary hoardings/screens around the site boundary or specific activities as appropriate;
 - v. Site personnel instructed on best practice to reduce noise and vibration as part of their induction training and as required prior to specific work activities;
 - vi. Appropriate management of working hours for noisier tasks; and
 - vii. Liaison with residents in advance of works commencing to provide information regarding the programme.
- m. Risk assessment of potentially damaging construction activities upon ecology/biodiversity.
- n. Identification of "biodiversity protection zones" e.g. tree protection zones;
- o. Practical measures (both physical measures and sensitive working practices) to avoid or reduce ecological/biodiversity impacts during construction (may be provided as a set of method statements).
- p. The location and timing of sensitive works to avoid harm to biodiversity features e.g. avoidance of vegetation clearance during the nesting bird season (March to September inclusive).
- q. Any times during construction when specialist ecologists need to be present on site to oversee works e.g. nesting bird checks for any vegetation clearance within the nesting bird season.
- r. Responsible persons and lines of communication for works affecting ecology/biodiversity.
- s. The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.

t. Use of protective fences, exclusion barriers and warning signs for ecology/biodiversity where appropriate.

Reason

To prevent adverse environmental and amenity impacts during the construction phase, in accordance with Local Plan policies CS13, CS14, MSGP15, MSGP17 and MSGP37 and Parts 9, 12 and 15 of the NPPF.

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. 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.

17

The CEMP approved under condition 16 shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason

To prevent adverse environmental and amenity impacts during the construction phase, in accordance with Local Plan policies CS13, CS14, MSGP15, MSGP17 and MSGP37 and Parts 9, 12 and 15 of the NPPF.

18

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.

19

The construction Employment and Training Plan shall be implemented in accordance with the details submitted and approved under condition 18.

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.

20

No development shall commence above damp proof course until a crane method statement, has been submitted to and approved in writing by the Local Planning Authority, in consultation with Newcastle International Airport.

Reason

In the interest of aerodrome safeguarding and in accordance with Part 9 of the National Planning Policy Framework.

21

The development shall be carried out in complete accordance with the crane method statement approved under condition 20.

Reason

In the interest of aerodrome safeguarding and in accordance with Part 9 of the National Planning Policy Framework.

22

In undertaking the development that is hereby approved, unless otherwise agreed in writing with the Local Planning Authority: No external construction works, works of demolition, construction related deliveries, external running of plant and equipment shall take place other than between the hours of 0730 to 1800 on Monday to Friday and 0730 to 1400 on Saturday.

No internal works audible outside the site boundary shall take place on the site other than between the hours of 0730 to 1800 on Monday to Friday and 0800 to 1700 on Saturday.

No construction works or works of demolition whatsoever, including deliveries, external running of plant and equipment, internal works whether audible or not outside the site boundary, shall take place on Sundays, Public or Bank Holidays.

For the purposes of this condition, construction works are defined as: The carrying out of any building, civil engineering or engineering construction work involving the use of plant and machinery including hand tools.

Reason

In order to avoid nuisance to the occupiers of adjacent properties during the construction phase of the development, in accordance with the NPPF and policies CS13, CS14, MSGP15, MSGP17 and MSGP18 of the Local Plan.

23

Prior to first use of any part of the Hotel a Drainage Maintenance Plan (DMP) shall be submitted to and approved in writing by the Local Planning Authority. The DMP should include a site plan identifying ownership and responsibility for all drainage components and SuDs features within the site including diverted pipeline together with a maintenance schedule and inspection checklist. The DMP should identify any drainage components that may require replacement within the lifetime of development and a strategy for their renewal.

Reason: To ensure that the drainage scheme operates at its full potential throughout the development's lifetime in accordance with policy CS17 of the Core Strategy and Urban Core Plan and the NPPF.

24

The development shall be carried out in complete accordance with the Drainage Maintenance Plan (DMP) approved under condition 23.

Reason: To ensure that the drainage scheme operates at its full potential throughout the development's lifetime in accordance with policy CS17 of the Core Strategy and Urban Core Plan and the NPPF.

25

Prior to first occupation of the hotel hereby approved full details including the specification and precise locations (as identified on a plan and elevation drawing) of the integrated potential bat roost features (minimum 2no) and integrated bird nesting features (minimum 4no, including features suitable for use by house sparrow *Passer domesticus* and swift *Apus apus*) shall be submitted to and approved in writing by the local planning authority, along with a commitment that thereafter the approved Bat Roost Features and Bird Nesting Features shall be provided in full and retained for the life of the development.

Reason

To maintain the favourable conservation status of the local bat population(s) and priority bird species at or above current levels in accordance with Part 15 of the NPPF and Local Plan policies CS18 and MSGP37.

26

The bat roosting and bird nesting features approved under condition 25 shall be installed as part of the development prior to first occupation of the hotel hereby approved and shall be retained for the lifetime of the development.

Reason

To maintain the favourable conservation status of the local bat population(s) and priority bird species at or above current levels in accordance with Part 15 of the NPPF and Local Plan policies CS18 and MSGP37.

27

Prior to first occupation of the Hotel hereby approved, a lighting design strategy for biodiversity (prepared in consultation with a Suitably Qualified Ecologist) for the site shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a. Identify those areas/features on site or adjacent to site that are particularly sensitive for bats and that are likely to cause disturbance in or around their resting places (including any bat roost features installed as part of the proposals) or along important routes used to access key areas of their territory, for example, for foraging; and
- b. Show how and where external lighting will be installed (through the provision lighting contour plans and technical specifications where appropriate) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

Reason

To maintain the value and function of the site for roosting, foraging and commuting bats in accordance with Local Plan policies CS18, MSGP36 and MSGP37 and Part 15 of the NPPF.

28

All external lighting shall be installed in accordance with the specifications and locations approved under condition 27 prior to first use of the hotel hereby approved and shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason

To maintain the value and function of the site for roosting, foraging and commuting bats in accordance with Local Plan policies CS18, MSGP36 and MSGP37 and Part 15 of the NPPF.

29

Notwithstanding the submitted details, prior to the commencement of any external landscaping works details of a biodiversity net gain compensatory scheme, including the means of on and off site delivery, which delivers a measurable net gain of at least 7.5% for biodiversity, as demonstrated through application of a Defra Biodiversity Net Gain

Metric 3.1, to be delivered on suitable land, and including timescales for delivery and measures for maintenance and monitoring protocols, shall be submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure the development achieves measurable biodiversity net gain and improves the local and natural environment in accordance with the NPPF and policies CS18, MSGP36 and MSGP37 of the Local Plan.

30

Notwithstanding the submitted information, prior to the commencement of any external landscaping works full details of the on site soft landscaping and areas of habitat creation, including timetables for implementation, planting species, sizes, layout, densities, numbers, planting procedures or specification and the establishment regime, including watering, rabbit protection, tree stakes, guards etc. shall be submitted to and approved in writing by the local planning authority.

Reason

To ensure the development achieves measurable biodiversity net gain and improves the local and natural environment in accordance with the NPPF and policies CS18, MSGP36 and MSGP37 of the Local Plan.

31

Use of the Hotel hereby approved shall not commence until a detailed management plan, annual maintenance programme, monitoring protocol and arrangements to address any defects/issues adversely impacting the value and function of the soft landscaping and/or habitats provided on site have been submitted to and approved in writing by the Local Planning Authority.

Reason To ensure the development achieves measurable biodiversity net gain and improves the local and natural environment in accordance with the NPPF and policies CS18, MSGP36 and MSGP37 of the Local Plan.

32

The approved biodiversity net gain compensation scheme, including both on and off site measures, shall be implemented in full accordance with the measures and timetables approved under conditions 29-31, and maintained thereafter for a minimum of 30 years.

Reason

To ensure the development achieves measurable biodiversity net gain and improves the local and natural environment in accordance with the NPPF and policies CS18, MSGP36 and MSGP37 of the Local Plan.

33

Prior to installation of any external finishing materials to the hotel building details of the make, colour and texture of all walling and roofing materials shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of the appearance of the surrounding area, in accordance with Policies MSGP24 and CS15 of the Local Plan for Gateshead and Part 12 of the NPPF.

34

The external materials for the hotel building approved under condition 33 shall be implemented in full accordance with the approved details as part of the development.

Reason

In the interests of the appearance of the surrounding area, in accordance with Policies MSGP24 and CS15 of the Local Plan for Gateshead and Part 12 of the NPPF.

35

Notwithstanding the submitted plans prior to the commencement of any external landscaping works a hard landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The hard landscaping scheme shall include precise details of:

- a. the specification, appearance and siting of all new hard surfacing materials, both within and outside the extent of the public highway, shall be submitted to and approved in writing by the Local Planning Authority. The existing highway layout, both public and private, should be superimposed onto a drawing of the proposed hard surfacing treatments for clarity to ensure there is no encroachment of existing features. Details of the interface between the public and private realm and confirmation of all proposed footway widths shall be provided. Proposed hard surfacing materials should follow the established Gateshead Quays palate.
- b. all retaining walls and structures, including location, materials, levels, sections and method of construction adjacent to the existing public and private highway.
- c. Other hard landscaping features including but not limited to steps, ramps, non-retaining walls, raised beds, external seating, street furniture and wind mitigation screens. All features should follow the established Gateshead Quays palate.

Reason

To ensure the development relates acceptably to the character and appearance of the surrounding area and does not result in any adverse impacts on highway safety, in accordance with Local Plan policies CS13, CS15, UC12, QB3, MSGP15 and MSGP24 and Parts 9 and 12 of the NPPF.

36

The hard landscaping scheme approved under condition 35 shall be implemented in full accordance with the approved details prior to first occupation of the hotel hereby approved.

Reason

To ensure the development relates acceptably to the character and appearance of the surrounding area and does not result in any adverse impacts on highway safety, in accordance with Local Plan policies CS13, CS15, UC12, QB3, MSGP15 and MSGP24 and Parts 9 and 12 of the NPPF.

37

Notwithstanding the submitted plans prior to the commencement of any works to form the pick up and drop off facility on Quarryfield Road and associated features precise details of the pick up and drop off facility , including layout and tie-in; materials; levels; drainage; streetlighting; signs; street furniture; and amendments to existing traffic calming features and road markings on Quarryfield Road shall be submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure the pick up and drop off facility does not result in any adverse impacts upon highway safety, in accordance with Local Plan policies CS13, QB3 and MSGP15 and Part 9 of the NPPF.

38

The pick up and drop off facility on Quarryfield Road shall be constructed in complete accordance with the details approved under condition 37 and made available for use prior to first occupation of the hotel hereby approved and retained thereafter for the lifetime of the development.

Reason

To ensure the pick up and drop off facility does not result in any adverse impacts upon highway safety, in accordance with Local Plan policies CS13, QB3 and MSGP15 and Part 9 of the NPPF.

39

Notwithstanding the submitted details, prior to first use of the hotel hereby approved precise details of the location, type, material, fixings

and spacing of short stay and long stay cycle stands, secure and weather resistant long stay cycle enclosure, storage facilities for equipment and accessories and routes to access cycle parking shall be submitted to and approved in writing by the Local Planning Authority. A minimum of 28 no. long stay cycle spaces and a ratio of 2 no. short stay cycle spaces per 50sqm of public floor space available to non-residents shall be provided.

Reason

In order to promote cycling as part of the development, in accordance with Local Plan policies CS13, QB3, UC6 and MSGP15 and Part 9 of the NPPF.

40

The long and short stay cycle parking facilities, storage facilities for equipment and accessories and routes to access cycle parking shall be implemented in complete accordance with the details approved under condition 39, made available for use prior to first occupation of the hotel hereby approved and retained thereafter for the lifetime of the development.

Reason

In order to promote cycling as part of the development, in accordance with Local Plan policies CS13, QB3, UC6 and MSGP15 and Part 9 of the NPPF.

41

Notwithstanding the submitted plans a shared use cycle and pedestrian path shall be provided from the junction of Hawks Road and Quarryfield Road tying into the existing segregated footway and cycleway on Quarryfield Road to the south of the site in front of the Riga Building. Prior to first use of the hotel precise details of the shared use path, including layout and tie-in; materials; levels; drainage; streetlighting; and signs shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In order to promote active and sustainable travel as part of the development, in accordance with Local Plan policies CS13, QB3, UC6 and MSGP15 and Part 9 of the NPPF.

42

The shared use cycle and pedestrian path on Quarryfield Road shall be implemented in complete accordance with the details approved under condition 41, made available for use prior to first occupation of the hotel hereby approved and retained thereafter for the lifetime of the development.

Reason

In order to promote active and sustainable travel as part of the development, in accordance with Local Plan policies CS13, QB3, UC6 and MSGP15 and Part 9 of the NPPF.

43

Notwithstanding the submitted details, prior to the commencement of any works to form the service yard and associated vehicle access precise details of proposed levels and sections for the service yard ramp shall be submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure the ramp to the service yard is capable of safely accommodating service, refuse and other larger vehicles, without resulting in any highway safety issues, in accordance with Local Plan policies CS13, QB3 and MSGP15 and Part 9 of the NPPF.

44

The service yard ramp shall be constructed in accordance with the details approved under condition 43, made available for use prior to first occupation of the hotel hereby approved and retained as such thereafter.

Reason

To ensure the ramp to the service yard is capable of safely accommodating service, refuse and other larger vehicles, without resulting in any highway safety issues, in accordance with Local Plan policies CS13, QB3 and MSGP15 and Part 9 of the NPPF.

45

Prior to first use of the hotel hereby approved, a Delivery and Refuse Management Strategy (DRMS) shall be submitted to and approved in writing by the Local Planning Authority. The DRMS shall ensure the development does not result in any adverse impacts to other users of the Baltic Quarter access road and should include a schedule of anticipated deliveries; an explanation of how the maximum size of vehicles will be controlled; and how the area will be kept clear and operate in a safe manner at all times.

Reason

In the interest of highway safety, in accordance with Local Plan policies CS13, QB3 and MSGP15 and Part 9 of the NPPF.

46

The DRMS approved under condition 45 shall be adhered to in full at all times when the hotel is operational for the lifetime of the development.

Reason

In the interest of highway safety, in accordance with Local Plan policies CS13, QB3 and MSGP15 and Part 9 of the NPPF.

47

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:

- a. Mill Road/Quarryfield Road/Hawks Road junction signal timings and layout changes; and
- b. 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 Local Plan policies CS13, QB3 and MSGP15 and Part 9 of the NPPF.

48

The details approved under condition 47 shall be implemented in accordance with the approved timetable and retained as such thereafter.

Reason

To ensure adequate pedestrian infrastructure provision is provided to safeguard highway safety in accordance with Local Plan policies CS13, QB3 and MSGP15 and Part 9 of the NPPF.

49

The hotel hereby approved shall not be occupied until a Full Travel Plan for staff, hotel guests and visitors has been submitted to and approved in writing by the Local Planning Authority. The Full Travel Plan shall detail the delivery mechanism for its implementation in order to provide for but not limited to the following measures:

- a. An assessment of the site, including the transport links to the site, on site facilities, any transport issues and problems, barriers to non-car use and possible improvements to encourage walking, cycling and bus use.
- b. Appointment of a travel plan co-ordinator and identification of associated budget

- c. Clearly defined objectives, targets and indicators
- d. Details of proposed measures
- e. Detailed timetable for implementing measures
- f. Proposals for maintaining momentum and publicising success
- g. A programme of continuous review of the approved details of the Travel Plan and the implementation of any approved changes to the plan.
- h. Commitment to the use of the Council's preferred monitoring database
- i. Details of any complementary or discounted travel tickets for employees

Reason

To ensure an appropriate long term management strategy to encourage sustainable travel at the site, in accordance with policies CS13, QB3, MSGP14 and MSGP15 of the Local Plan for Gateshead and Part 9 of the NPPF.

50

Within 18 months of the date of approval of condition 49, evidence of the implementation of the Travel Plan approved under condition 49 over a minimum period of 12 months, and any necessary revisions, shall be submitted to the Local Planning Authority for consideration.

Reason

To ensure an appropriate long term management strategy to encourage sustainable travel at the site, in accordance with policies CS13, QB3, MSGP14 and MSGP15 of the Local Plan for Gateshead and Part 9 of the NPPF.

51

The Full Travel Plan approved under condition 49 shall be implemented on commencement of the use of the hotel hereby approved. The Full Travel Plan and any revisions approved under conditions 49 and 50 shall be wholly implemented in accordance with the approved details for the lifetime of the development.

Reason

To ensure an appropriate long term management strategy to encourage sustainable travel at the site, in accordance with policies CS13, QB3,

MSGP14 and MSGP15 of the Local Plan for Gateshead and Part 9 of the NPPF.

52

No roof top plant shall be installed until precise details of plant noise mitigation and an updated noise impact assessment demonstrating noise levels would not be greater than those specified in Section 5.3 of the Noise Impact Assessment (Cundall, Document Ref: GQH-CDL-ZZ-XX-RP-AS-45220 Rev P03, dated: 8 February 2023) at sensitive receptors.

Reason

In the interests of preventing noise outbreak and maintain a good level of amenity for local residents and users, in accordance with Local Plan policies CS14, MSGP17 and MSGP18 and Parts 12 and 15 of the NPPF.

53

Noise mitigation approved under condition 52 shall be installed prior to first use of any roof top plant and maintained in accordance with the manufacturer's specification for the lifetime of the development.

Reason

In the interests of preventing noise outbreak and maintain a good level of amenity for local residents and users, in accordance with Local Plan policies CS14, MSGP17 and MSGP18 and Parts 12 and 15 of the NPPF.

54

No new cooking or extraction/ventilation equipment associated with the hotel hereby approved shall be installed until final details of such equipment (including measures for maintenance) have been submitted to and approved in writing by the Local Planning Authority.

The scheme shall include details of proposed flue(s), all proposed cooking processes, a plan of the proposed ventilation system, odour and noise abatement measures including the location and details of the filters, fans and flues and the manufacturers' recommendations concerning frequency and type of maintenance.

Reason

To ensure that the development would not result in an unacceptable level of disturbance to or odours at neighbouring properties, in accordance with Local Plan policies CS14, MSGP17 and MSGP18 and Parts 12 and 15 of the NPPF.

55

The extraction and ventilation equipment approved under condition 54 shall be installed and maintained in accordance with the approved details for the lifetime of the development.

A written record of any maintenance shall be retained on site and be made available for inspection by the Local Planning Authority upon request.

Reason

To ensure that the development would not result in an unacceptable level of disturbance to or odours at neighbouring properties, in accordance with Local Plan policies CS14, MSGP17 and MSGP18 and Parts 12 and 15 of the NPPF.

56

The development hereby approved shall incorporate glazing to all windows and glazing with sound reduction values equal to or better than the levels set out in table 6-1 of the Noise Impact Assessment (Cundall, Document Ref: GQH-CDL-ZZ-XX-RP-AS-45220 Rev P03, dated: 8 February 2023).

Reason

In the interests of preventing noise outbreak and maintain a good level of amenity for local residents and users, in accordance with Local Plan policies CS14, MSGP17 and MSGP18 and Parts 12 and 15 of the NPPF.

57

A scheme for public art that reflects the approach, opportunities and scope advocated in the Artwork strategy in Section 5.12 of the Design and Access Statement (Ref: NGQ-AHR-HT-ZZ-RP-A-08700 Rev P4, dated: 25.11.2022) shall be submitted to and approved in writing by the Local Planning Authority prior to first use of the development hereby approved.

Reason

To accommodate public art into the development and ensure the development is well related to the character of the surroundings, in accordance with Local Plan policies CS15, UC12, UC17, QB3 and MSGP24 and Part 12 of the NPPF.

58

The public art approved under condition 57 shall be implemented in complete accordance with the approved details prior to first use of the hotel hereby approved and retained for the lifetime of the development.

Reason

To accommodate public art into the development and ensure the development is well related to the character of the surroundings, in accordance with Local Plan policies CS15, UC12, UC17, QB3 and MSGP24 and Part 12 of the NPPF.

59

Prior to first occupation of the Hotel hereby approved, an updated Wind Microclimate Assessment shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of further mitigation measures proposed, such as wind mitigation screens, and further wind modelling taking into account landscaping surrounding the Multi Storey Car Park to the east of the site.

Reason

To safeguard the amenities of highway users in accordance with Local Plan policies CS13, CS14, MSGP15 and MSGP17 and Parts 9 and 12 of the NPPF.

60

The wind mitigation approved under condition 59 shall be implemented in full in accordance with the agreed details prior to first occupation of the Hotel.

Reason

To safeguard the amenities of highway users in accordance with Local Plan policies CS13, CS14, MSGP15 and MSGP17 and Parts 9 and 12 of the NPPF.

61

Unless otherwise agreed in writing by the local planning authority, prior to first occupation of the hotel 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 sets out the potential creation of employment and training opportunities, especially apprenticeships for local people during the operation of the hotel shall be submitted to and approved in writing by the Local Planning Authority.

Reason

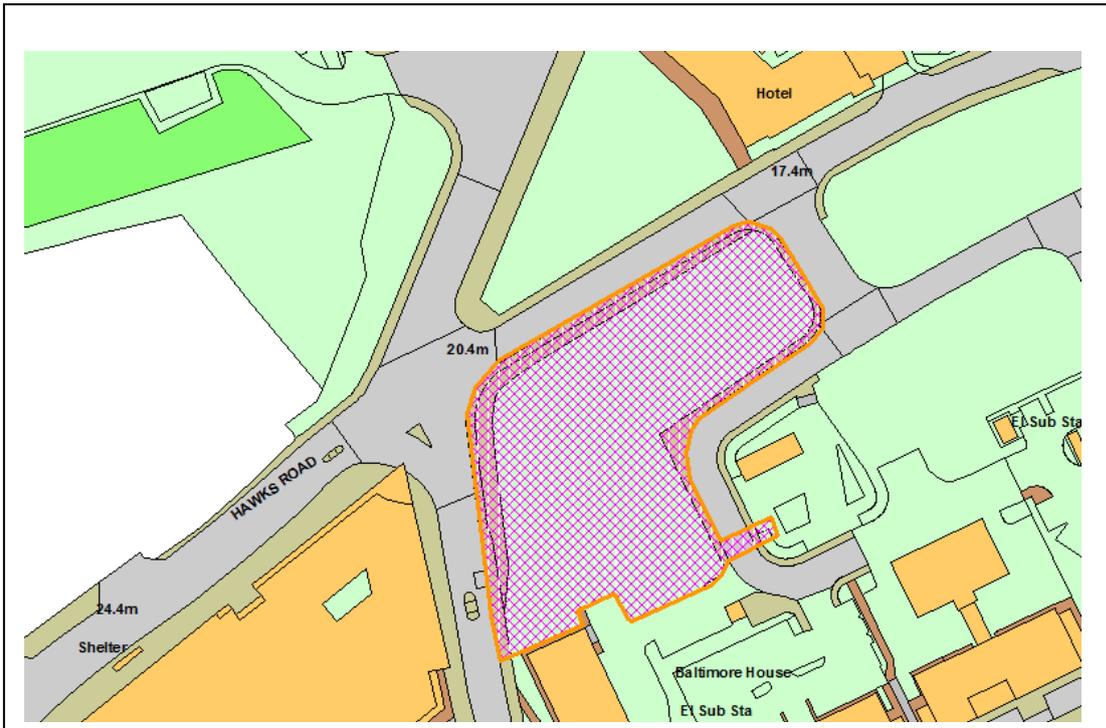
In the interests of providing employment and training opportunities in line with the NPPF and the Council's Planning Obligation SPD (Targeted Recruitment and Training) December 2016.

62

The hotel operation 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.



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