

Committee Report

Application No:	DC/22/01393/FUL
Case Officer	Rebecca Norman
Date Application Valid	27 March 2023
Applicant	Ms Jo Stanton
Site:	Jack And Jo's Nursery Garden Middle Hedgefield Farm Stella Road Ryton NE21 4NN
Ward:	Ryton Crookhill And Stella
Proposal:	Provision of car park to north west of site (retrospective application).
Recommendation:	REFUSE
Application Type	Change of Use

1.0 The Application:**1.1 RELEVANT BACKGROUND INFORMATION**

In May 2023 planning permission was refused at Jack and Jo's Nursery Garden for the retention of a café incorporating external alterations to the building and alterations to car parking, access and landscaping (application DC/22/01187/FUL).

1.2 The above refusal followed a previous refusal under application DC/21/00916/FUL in February 2022 for retrospective planning permission for the erection of a café. This was subsequently dismissed at appeal under reference APP/H4505/W/22/3297141.

1.3 This application is being reported to Planning and Development Committee as the Service Director of Climate Change, Compliance, Planning and Transport considers that it is appropriate for this to be determined by Planning Committee due to the significant degree of public interest in the recent planning application at the site, as referenced above.

1.4 DESCRIPTION OF THE SITE

The application relates to a 0.08ha area of land to the south of the B6317 (Stella Road) which includes the car park that is the subject of this application and associated access road.

1.5 The car park is connected with Jack and Jo's Nursery Garden, which is situated to the east of the site, beyond the access road. The garden centre is included in the blue line boundary which indicates the applicant's ownership and includes the garden centre, residential

properties and a dog daycare/kennels to the north east of the car park, as well as further land to the south of the car park.

- 1.6 To the north of the application site is a car park associated with The Castle soft play centre, to the north east of the site. To the west of the site is a residential property known as St Hilda's Vicarage. The access road which leads to the car park is also the route of a Public Right of Way (PRoW).
- 1.7 The application site is located within the Green Belt.
- 1.8 The site is located partly within/partly adjacent to an identified area of archaeological importance, the Battle of Newburn Ford 1640 Registered Battlefield and the Stella, Crookhill and Hedgefield Area of Special Character.
- 1.9 **DESCRIPTION OF APPLICATION**
The application is seeking retrospective planning permission for the creation of a car park.
- 1.10 The car park is around 450sqm in size and is an irregularly shaped area surfaced with grey stone chippings. There is no formal layout to the car park.
- 1.11 The application form states that the development was commenced and completed in early 2019. Based on aerial photographs available to the Local Planning Authority (LPA) it appears that the car park was however created some time after in July 2021.
- 1.12 **RELEVANT PLANNING HISTORY**
None relevant to this application site.

Other relevant planning history:

Café building

DC/20/00690/AGR - DETERMINATION OF PRIOR APPROVAL:
Erection of timber building to provide cafe/shop and storage
(additional information 26.08.2020). Refused 27.08.2020.

DC/21/00916/FUL - Erection of timber building to provide cafe with
associated raised deck and creation of additional parking
(retrospective) (revised description 30.11.2021) (amended plans
21.02.2022). Refused 28.02.2022.

APP/H4505/W/22/3297141 – Appeal against refusal of planning
application DC/21/00916/FUL. Dismissed 28.07.2022.

DC/22/01187/FUL - Retention of timber café building (retrospective)
incorporating external alterations to building and removal of canopy to
west elevation, raised deck to front (north) elevation and smoking

shelter to east elevation. Alterations to car parking, erection of gate to control use of eastern access and new landscaping (resubmission of DC/21/00916/FUL) (additional information submitted 15.05.2023 and 16.05.2023). Refused 24.05.2023.

Wider site within blue line

447/94 - CERTIFICATE OF LAWFULNESS - Use of land for storage of scrap metal. Refused 04.08.1994.

1026/95 - CERTIFICATE OF LAWFULNESS OF AN EXISTING USE: Mixed use development comprising residential accommodation of farm buildings and use of associated land within the 'planning unit' for the running of scrap merchant's business (amended 13/11/9). Approved 29.04.1996.

184/97 - Conversion of existing buildings from two dwellinghouses, scrap merchants, office and stabling to six cottages. Planning permission granted 02.04.1997.

185/97 - Erection of three detached dwellinghouses (use class C3) on former external scrap yard site. Planning permission refused 27.03.1997.

DC/16/00268/COU - Change of use from agricultural building to boarding kennels for dogs (sui generis use). Temporary planning permission (18 months) granted 10.06.2016.

DC/17/01218/FUL - Continued use of agricultural building as boarding kennels for dogs (sui generis use). Planning permission granted 02.01.2018.

DC/19/00560/COU - Conversion from Stable buildings to Dwellinghouse and residential annexe (Class Use C3). Planning permission granted

Adjacent site (St Hilda's Church, now The Castle play centre)

DC/05/02050/LBC - LISTED BUILDING CONSENT: Removal of church organ for relocation purposes. LBC granted 28.02.2006.

DC/07/01593/LBC - LISTED BUILDING CONSENT: Conversion of church to indoor children's soft play area with associated cafe area (amended 29/11/2007). LBC granted 31.01.2008.

DC/07/01594/COU - Change of use from a church (use class D1) to indoor children's soft play area (use class D2) with ancillary cafe (amended 29/11/2007). Planning permission granted 31.01.2008.

DC/09/00215/COU - Conversion of church (use class D1) to indoor children's soft play area (use class D2) with ancillary cafe and associated parking. Planning permission granted 26.05.2009.

DC/12/00473/COU - Extension of time for implementation of application DC/09/00215/COU for conversion of church (use class D1) to indoor children's soft play area (use class D2) with ancillary cafe and associated parking. Planning permission granted 30.05.2012.

DC/12/00564/LBC - LISTED BUILDING CONSENT: Conversion of church (use class D1) into children's soft play (use class D2) and associated cafe (use class A3). LBC granted 09.07.2012.

DC/13/00365/COU - Variation of condition 4 of DC/12/00473/COU to allow opening hours of 0900 hours to 1900 hours seven days a week (previously restricted to between 1000 hours and 1900 hours Monday to Saturday and 1000 hours and 1700 hours on Sunday). Planning permission granted 03.05.2013.

2.0 Consultation Responses:

Historic England

No advice to offer

Tyne and Wear Archaeologist

The proposed development is not likely to have had a significant impact on the registered battlefield or its setting. No archaeological work is required.

3.0 Representations:

3.1 Neighbour notifications were carried out in accordance with formal procedures introduced in the Town and Country Planning (Development Management Procedure) Order 2015, including the display of site notices.

3.2 Two letters of support have been received which raise the following matters:

- Disgust expressed that planning permission may be refused for the café and car park
- The business provides a service to the community
- The business was set up to provide employment/volunteering opportunities for people with additional needs and disabilities
- The business supports local schools and community groups
- The car park is now big enough for minibuses to park when groups visit
- The development is an improvement upon the previous scrap yard

- Lots of Green Belt land has been taken away for house building; this site is comparably small and the business gives back to the environment and wildlife
- The café is used by lots of different people and is part of the community
- Personal accounts in support of the café
- There is a really big car park which enabled a visitor to exit their vehicle with their wheelchair

3.3 Two further letters of support have been submitted by the applicant. These are duplicates of letters submitted in support of application DC/22/01187/FUL. These raise the following matters:

- Positive personal accounts of the café, food and owners
- Positive comments regarding the employment of people with disabilities and local people

4.0 Policies:

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

CS13 Transport

CS14 Wellbeing and Health

CS15 Place Making

CS18 Green Infrastructure/Natural Environment

CS19 Green Belt

MSGP15 Transport Aspects of Design of Dev

MSGP17 Residential Amenity

MSGP23 Areas of Special Character

MSGP24 Design Quality

MSGP25 Conservation/Enhancement Heritage Assets

MSGP26 Heritage at Risk

MSGP27 Archaeology

MSGP34 Dev in Settlements within Green Belt

MSGP37 Biodiversity and Geodiversity

GPGSPD Gateshead Placemaking Guide SPD

5.0 Assessment of the Proposal:

- 5.1 The main issues to be taken into consideration in the assessment of this application are the Green Belt, visual amenity/local character, heritage considerations, residential amenity, highway safety, ecology, CIL and any other matters.
- 5.2 **GREEN BELT**
The application site is located within the Green Belt.
- 5.3 Paragraph 137 of the National Planning Policy Framework (NPPF) states that “the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence”.
- 5.4 Paragraph 138 of the NPPF outlines the five purposes of the Green Belt. These are: to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns merging into one another; to assist in safeguarding the countryside from encroachment; to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 5.5 Policy CS19 of the Local Plan for Gateshead accords with NPPF Paragraph 137 and sets out purposes for including land in the Green Belt in Gateshead.
- 5.6 NPPF Paragraphs 147-148 state that “inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances” and require LPAs to attach substantial weight to any harm to the Green Belt when considering planning applications.
- 5.7 Paragraph 149 of the NPPF states that LPAs should regard the construction of new buildings as inappropriate in the Green Belt however identifies specific exceptions to this.
- 5.8 NPPF Paragraph 150 also identifies certain other forms of development that are not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it, including:
- b) engineering operations*
- 5.9 It is considered that the proposed creation of a car park and associated operations to level the site could reasonably be regarded

as engineering operations for which provision is made under NPPF Paragraph 150 b); such development need not be inappropriate within the Green Belt, provided that it preserves its openness and does not conflict with the purposes of including land within it.

- 5.10 Officers are however of the view that the proposed development would not preserve the openness of the Green Belt and would conflict with its purposes, specifically that outlined at NPPF Paragraph 138 c) "to assist in safeguarding the countryside from encroachment".
- 5.11 The application site previously comprised an open area of grass/vegetation. It is considered that the development of the site through the addition of a 450sqm area of hard surfacing for car parking would not preserve the openness of the Green Belt and would conflict with its purposes as it would fail to safeguard the countryside from encroachment. As such, it is considered that the proposed development would fail to meet with the exception test set out in NPPF Paragraph 150 b)
- 5.12 Consequently, as at NPPF Paragraph 147, in order for the proposal to be acceptable in Green Belt terms, very special circumstances must exist. Paragraph 148 of the NPPF states that "when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations".
- 5.13 No very special circumstances have been included with the application. Whilst Officers acknowledge that the application is retrospective, this does not constitute very special circumstances that clearly outweigh the harm to the Green Belt and any other harm. Personal accounts submitted in letters of support are not considered to outweigh the harm to the Green Belt and any other harm.
- 5.14 Therefore, based on the above assessment Officers consider that the proposal would constitute inappropriate development in the Green Belt that would harm the openness of the Green Belt and that no very special circumstances have been demonstrated that would clearly outweigh this and any other harm. The proposal is therefore contrary to the NPPF and policy CS19 of the Local Plan for Gateshead.
- 5.15 **VISUAL AMENITY AND LOCAL CHARACTER**
Paragraph 126 of the NPPF states that "the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve". Paragraph 134 continues by stating that "development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design".

- 5.16 The NPPF is supported by policies CS15 and MSGP24 of the Local Plan for Gateshead which require development to contribute to good place-making and be compatible with local character.
- 5.17 The application site is also located partly within the Stella, Crookhill and Hedgefield Area of Special Character, as designated by Local Plan policy MSGP23; the access road is within the character area and the car park is adjacent to the character area.
- 5.18 The Council's Placemaking Supplementary Planning Document (SPD) sets out the Council's approach to Placemaking and identifies Areas of Special Character within the Borough, as defined by Local Plan policy MSGP23, which requires development within or affecting the setting of the designated areas to maintain or enhance the character of the area. The SPD provides a description of the character of each area and its most worthwhile aspects together with broad design guidance indicating the key points to which regard will be given in considering applications for planning permission.
- 5.19 The Stella, Crookhill and Hedgefield Area of Special Character is described as sitting to the eastern edge of Ryton and including a straggle of buildings along the semi-rural main road and further buildings within the somewhat separate settlement of Crookhill. The design guidance for this area is to resist inappropriate alterations and extensions to existing buildings and infill development which would detract from existing townscape quality and setting of buildings, and to protect the landscape/semi-rural setting of the area.
- 5.20 Prior to the development being undertaken the application site comprised an undeveloped grassy area which contributed positively towards the semi-rural setting of the area. It is considered that the creation of the car park through the levelling and hard surfacing of approximately 450msq of this area has detrimentally affected the setting of the character area through the erosion of its semi-rural character.
- 5.21 It is therefore considered that the development fails to contribute to good place-making or be compatible with the semi-rural character of the locality and therefore this is contrary to the NPPF, policies CS15, MSGP23 and MSGP24 of the Local Plan for Gateshead and the Gateshead Placemaking Supplementary Planning Document.
- 5.22 **HERITAGE CONSIDERATIONS**
The car park element of the application site is located adjacent to the Battle of Newburn Ford 1640 Registered Battlefield and adjacent to an identified area of archaeological importance; the existing access road falls within these designations.

- 5.23 Local Plan policy CS15 requires development to conserve and enhance the historic environment. This is supported by policy MSGP25, which seeks to conserve and enhance heritage assets, policy MSGP26 (MSGP26.1), which states that the significance of the Battlefield will be protected, sustained and enhanced, and policy MSGP27, which requires development to sustain, conserve and enhance the Borough's archaeological legacy.
- 5.24 The Oxford Archaeology 2018 Historic England project NHPP 4EI: Strategic Research for the Registered Battlefields at Newburn Ford and Boroughbridge: Newburn Ford Report provides an appraisal of the Battlefield and divides this into character areas. The application site is in Character Area 4, which is an area of moderate sensitivity and capacity for change, with little archaeological potential.
- 5.25 Taking into account the position of the development largely outside of the registered Battlefield, whilst no archaeological investigation is now possible due to the retrospective nature of the application, it is considered that the proposed development is not likely to have had a significant impact on the registered battlefield or its setting, and therefore no archaeological work is required.
- 5.26 On the basis of the above the proposed development is considered to be acceptable in respect of impact upon heritage assets, including archaeology, and accords with the NPPF and policies CS15, MSGP25, MSGP26 and MSGP27 of the Local Plan for Gateshead.
- 5.27 **RESIDENTIAL AMENITY**
It is considered that the proposed development would not have a detrimental impact upon the amenity of nearby residential properties. The application therefore accords with the NPPF and policies CS14 and MSGP17 of the Local Plan for Gateshead.
- 5.28 **HIGHWAY SAFETY AND PARKING**
Paragraph 111 of the NPPF states that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

Background

- 5.29 The car park is accessed from the B6317 (Stella Road) via an existing access that also serves the garden centre site to the east and St Hilda's Church soft play. The soft play also has a separate car park to the west with a dedicated entrance. The access road is also the route of a Public Right of Way (PRoW) which continues to the south. The garden centre is also served by another access further to the east.
- 5.30 Records identify 3 collisions having taken place in the last 5 years on the B6317. Two of the collisions were slight and one was serious, the

latter involving a pedestrian on the zebra crossing which sits to the west of the site access.

- 5.31 When determining application DC/21/00916/FUL Officers considered that the proposed café would result in an intensification of the use of both accesses into the site. Neither access is suitable for 2-way traffic movements and therefore any intensification of use of the accesses was considered to have a detrimental impact upon the highway, as vehicles may either be required to wait for prolonged periods on the B6317 to allow vehicles exiting the site to clear the access, increasing the likelihood of shunts on what is a heavily trafficked route, or vehicles may be required to reverse back out onto the B6317 to allow vehicles to clear the access road.
- 5.32 Furthermore, visibility at both accesses (but specifically the easternmost access) is well below minimum standards. Officers were therefore concerned that the development may result in an increase in potential conflicts between highway users because of this poor visibility, including between pedestrians and vehicles emerging at the site entrance onto the B6317. Officers therefore considered the proposed development (the café) would result in an unacceptable impact upon highway safety and would therefore be in conflict with the NPPF and Local Plan policies CS13 and MSGP15.
- 5.33 The Planning Inspector agreed with Officers that the café would result in an intensification of vehicles visiting the site and makes specific reference to an increase in the number of vehicles using the easternmost access.
- 5.34 The scheme considered under application DC/22/01187/FUL proposed that all vehicles would access the site via the westernmost access; this is the access which serves the proposed car park. This access is approximately 3.7m wide and therefore not suitable for 2-way movements. This access also serves as a pedestrian route for the application site and forms part of the PRoW network, and is the main pedestrian route for staff, parents and children associated with The Castle. Officers consider that visibility at this access is below the required minimum standards and is obscured by a stone pillar to the eastern side of the access; in this respect Officers disagree with the Inspector's view in paragraph 11 of the appeal decision that the westernmost access has good visibility.
- 5.35 When considering application DC/22/01187/FUL Officers maintained that the intensification of the use of the westernmost access would be likely to have a detrimental impact upon the highway, as vehicles may either be required to wait for prolonged periods on the B6317 to allow vehicles exiting the site to clear the access, increasing the likelihood of shunts on what is a heavily trafficked route, or vehicles may be required to reverse back out onto the B6317 to allow vehicles to clear the access road. Given the other uses and routes served by this

access, Officers were also concerned about potential conflicts between cars and pedestrians.

- 5.36 Officers also maintained that the proposed cafe may result in an increase in potential conflicts between highway users because of poor visibility at the westernmost access, including pedestrians and vehicles emerging at the site entrance onto the B6317. Officers therefore considered that any further intensification of vehicular movements through this substandard junction could not be supported on road safety grounds.

Assessment of proposed car park development

- 5.37 This car park is proposed to serve Jack and Jo's Nursery Garden and the café building in situ.

- 5.38 As established through the applications and appeal decision which relate to the café, the creation of the café as an attraction at Jack and Jo's garden centre has resulted in an intensification of vehicles using the site access, to the detriment of highway safety.

- 5.39 In the view of Officers, the café and the proposed car park are directly linked because the additional parking demand that the café has generated is being facilitated by the proposed car park. Therefore, in supporting and facilitating this intensification of vehicles using the site access by providing increased parking provision.

- 5.40 The access/s with the B6317 (Stella Road) is not suitable for two-way traffic movements. As such any proposal that would intensify the use of these accesses is likely to have a detrimental impact on the highway, with vehicles potentially having to wait for prolonged periods on the B6317 to allow vehicles exiting the site to clear the access, increasing the likelihood of shunts on what is a heavily trafficked route and/or vehicles having to reverse back out into the B6317 to allow vehicles to clear the access road.

- 5.41 Furthermore, visibility with the B6317 is well below the required minimum standard. This intensification of use would also intensify the potential conflicts between vehicles and pedestrians using the PRow along the access road, to the detriment to highway safety. Officers consider that the proposed car park is also unacceptable in highway safety terms for the reasons set out above.

- 5.42 Noting the Council's decision to refuse planning permission for the café development and the appeal dismissal, it is therefore important to assess this application in the context of the car park being in place without the café development.

- 5.43 Officers are of the view that the car park will still increase the use of the accesses. The proposed car park does not replace car parking

already on site associated with the garden centre or other uses and therefore will encourage vehicular trips to the site.

- 5.44 Vehicles linked to the existing uses will drive up the existing access and then turn right (west) into the car park and/or left (east) into the wider garden centre site. Opposing movements will also occur for vehicle exiting the garden centre site and the car park.
- 5.45 In addition to the above, the proposed car park requires vehicles to cross the PROW to both access and egress. The PROW is well used, including for access to and from the nearby primary school, as such encouraging the conflict the car park access would create could not be supported.
- 5.46 As such, the access associated with the car park raises further highway safety concerns in addition to those associated with the access road and its junction with the B6317, as highlighted as part of the considerations under planning applications DC/21/00916/FUL and DC/22/01187/FUL.
- 5.47 Based on the above assessment it is considered that the proposed development would have an unacceptable impact upon highway safety and therefore the application would be in conflict with the NPPF and policies CS13 and MSGP15 of the Local Plan for Gateshead.
- 5.48 **ECOLOGY**
The application site is considered to be of an ecologically sensitive nature, being located 50m east of Crookhill Pasture Local Wildlife Site (LWS), 50m south of Hedgefield Quarry LWS and 400m north west (with ecological connectivity) of Path Head Quarry LWS. There is connectivity between these LWSs and the proposed development provided by areas of grassland, woodland and hedgerow.
- 5.49 Prior to the development being carried out, habitat present within and adjacent to the application site included grassland, scrub, hedgerows and trees, with the potential to support a range of protected, priority and notable species.
- 5.50 The clearance of the above habitats and replacement with stone chippings and limited, inappropriate non-native tree planting have resulted in a net loss of biodiversity within the site.
- 5.51 Furthermore, as a result of the proposed development, habitat outside of the red line boundary (to the south, south east and north where some limited landscape planting has been established) appear to have been degraded and disturbed by vegetation clearance, the storage of waste materials and tracking of vehicles. Officers consider that such activities are likely to have reduced the biodiversity value of these habitats and their ability to support protected and priority species including nesting birds, hedgehogs and commuting and

foraging bats. Officers also have concerns over the continuation and exacerbation of such activities at the site and potential impacts on surrounding habitats and ecological connectivity.

- 5.52 The application is not accompanied by any ecological supporting information, such as an Ecological Impact Assessment (EclA) or Biodiversity Net Gain Plan. No information has been submitted to demonstrate that the development has sought to avoid and/or minimise impacts on biodiversity in accordance with the mitigation hierarchy; provide net gains in biodiversity; or secure appropriate mitigation, monitoring, compensation and/or enhancement measures, as required by the NPPF and Local Plan policy MSGP37.
- 5.53 Officers therefore consider that insufficient ecology information has been submitted to fully assess and consider the ecology impact of the proposed development and whether Biodiversity Net Gain can be provided, in accordance with the ecology aims and objectives of the NPPF and Local Plan policies CS18 and MSGP37.
- 5.54 CIL
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 not CIL chargeable development as it is not for qualifying retail or housing related.
- 5.55 **ANY OTHER MATTERS**
The letters of representation received include comments that relate to the café business. This application however relates to the car park only as the LPA considered the café building under application DC/22/01187/FUL. Matters relating to the café are therefore not relevant to the consideration of this application.
- 5.56 It is considered that all other material planning matters have been covered in the body of the report.

6.0 CONCLUSION

- 6.1 Taking all relevant information into account, including the representations received in support of the application, it is considered that the application is unacceptable as the development would result in inappropriate development in the Green Belt, would harm the local/identified special character of the area and would have an unacceptable impact upon highway safety.
- 6.2 Furthermore, insufficient information has been provided to allow the LPA to assess the likely impact of the proposed development on ecology.

6.3 It is therefore considered that the proposed development is unacceptable and is contrary to the aims and objectives of both national and local planning policies and it is therefore recommended that planning permission be refused.

7.0 Recommendation:

That permission be REFUSED for the following reason(s) and that the Service Director of Climate Change, Compliance, Planning and Transport be authorised to add, vary and amend the refusal reasons as necessary:

1

The proposal would represent inappropriate development in the Green Belt, which is, by definition, harmful to the Green Belt and also contrary to one of the purposes of including land within the Green Belt. No very special circumstances have been demonstrated. The development is therefore contrary to the NPPF and policy CS19 of the Local Plan for Gateshead.

2

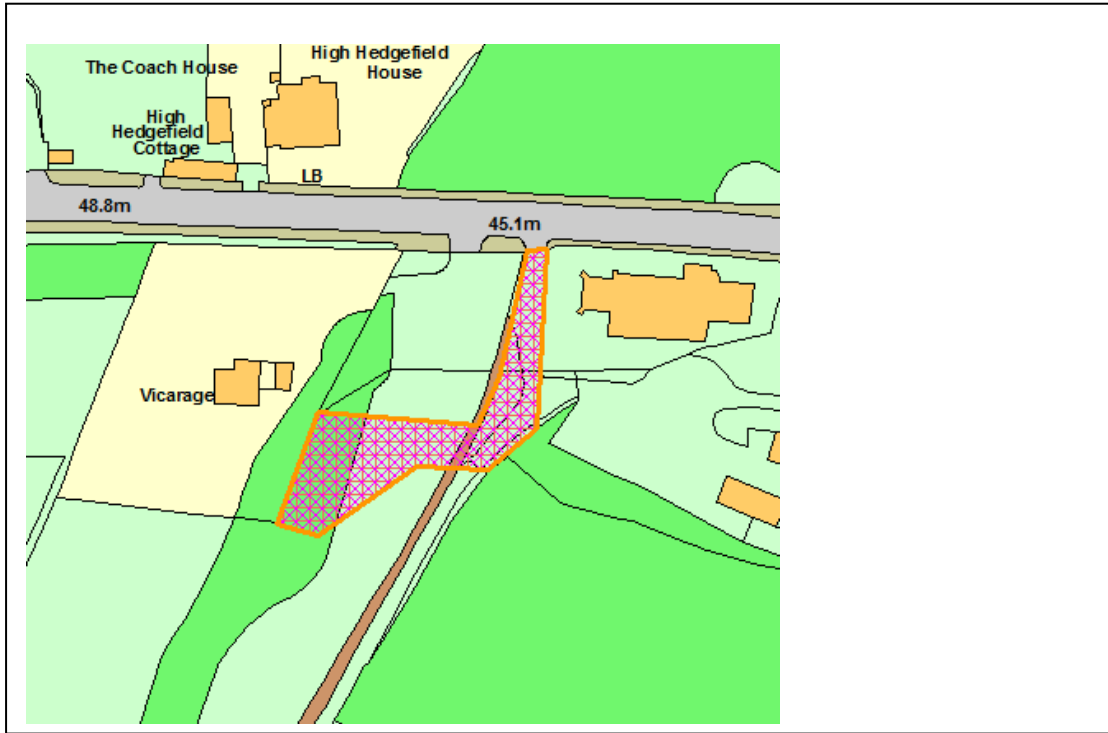
The development would fail to maintain or enhance the character of the Stella, Crookhill and Hedgefield Area of Special Character and would fail to contribute to good place-making and the local character of the area. The proposed development is therefore contrary to the NPPF and policies CS15, MSGP23 and MSGP24 of the Local Plan for Gateshead and the Placemaking SPD.

3

The proposed development facilitates an intensification of the existing substandard vehicular access into the site which has the potential to create conflicts between highway users as a result of the poor visibility and single width of the access point. The proposed development also increased the potential for conflict between vehicles and pedestrians using the Public Right of Way. The proposed development would therefore have an unacceptable impact on highway safety and is contrary to the NPPF and policies CS13 and MSGP15 of the Local Plan for Gateshead.

4

Insufficient ecology information has been submitted to enable the Local Planning Authority to fully assess and consider the ecology impact of the proposed development and whether an appropriate level of Biodiversity Net Gain can be provided within the site, in accordance with the ecology aims and objectives of the NPPF and Local Plan policies CS18 and MSGP37.



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