

Application No: 20/01181/FUL Author: Julie Lawson
Date valid: 8 September 2020 ☎: 0191 643 6337
Target 8 December 2020 Ward: Northumberland
decision date:

Application type: full planning application

Location: Centurion Park Golf Club, Rheydt Avenue, Wallsend, Tyne And Wear, NE28 8SU

Proposal: Construction of a driving range with associated parking, including ancillary sports bar/restaurant, pro shop, golf academy, golf club changing facilities, and function rooms, creation of a new vehicular access and reconfiguration of Wallsend Golf Course. (Resubmission) (Amended and additional information 17.11.20 & 18.11.20) (Additional information 07.01.21)

Applicant: Harrison Golf And Leisure Newcastle Ltd, C/O Agent

Agent: JW Planning Ltd, John Wyatt 41 Marske Mill Lane Saltburn By The Sea TS12 1HT

RECOMMENDATION: Application Permitted

INFORMATION

1.0 Summary Of Key Issues & Conclusions

1.0 Summary of Key Issues and Considerations

1.1 The main issues for Members to consider are:

- a) Principle of development including impact on open space
- b) Assessment of town centre uses
- c) Impact on the amenities of nearby residents
- d) Design and impact on the character and appearance of the area
- e) Landscaping and biodiversity
- f) Highway impacts
- g) Other issues

1.2 Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. Members need to consider whether this application accords with the development plan and also take into account any other material considerations in reaching their decision.

2.0 Description of the Site

2.1 The application site relates to the Centurion Park Golf Club in Wallsend and comprises 40.42 hectares of the existing golf course. The existing golf clubhouse and driving range are not within the application boundary.

2.2 The site is located to the north west of Wallsend town centre. The boundary between Newcastle City and North Tyneside lies to the west of the site. The A1058 Coast Road lies to the north. To the east is West Street with residential properties on the east side of West Street. There is also a care home, allotments and social club on West Street. To the south of the application site lies Western Community Primary School which has vehicular access off Rutland Road. There are residential properties in Rutland Road and Rutland Road gives access to Rheydt Avenue from which the existing golf clubhouse and Wallsend Boys Club are accessed. To the southwest of the golf course is housing and other sports facilities including a bowling green, football ground and playing fields of Benfield School. There is a bridleway outside the application site that runs from Cherrywood along the south of the golf course to the existing clubhouse. The east coast mainline railway line runs to the west of the golf course site.

2.3 The Wallsend Golf Course No.2 Tree Preservation Order 2010 covers some of the trees on the site.

3.0 Description of the Proposal

3.1 The proposal is a full planning application for the construction of a building for a driving range, incorporating a bar/restaurant, pro shop, golf academy, function/meeting rooms and new changing facilities for Wallsend Golf Club members and visitors, with associated car parking and access. It also includes the reconfiguration of the existing golf course to upgrade it and accommodate the driving range. The application is a resubmission of a previously refused application, reference 19/00833/FUL.

3.2 The main building is east facing and is set back from West Street by approximately 97m. The building is proposed as two storeys high with mezzanines which results in the predominant front elevation height of approximately 10.4m with the entrance, areas above function rooms and roof access rising to approximately 11.4m. The roof is flat with some elements pitched.

3.3 The proposed internal building floor area is approximately 4640 sqm. Of this 54 driving range bays are proposed over two floors and have a floor area of approximately 1846 sqm, the golf club area is 213 sqm, bars and restaurants 648sqm, three function rooms 371sqm, 63sqm games room and a golf shop 399 sqm.

3.4 The driving range requires a high fence enclosure and a fence with metal lattice towers as posts, is proposed around the driving range. Fencing of a maximum height of 35m is proposed to the driving range, rising slightly from the building up to 35m, then reducing in height down gradually to 25m. The elevation submitted shows this as extending beyond the building for approximately 225m.

3.5 A separate machinery shed is also proposed which is to be located to the south of the site off Rheydt Avenue. This building will measure 35m by 12m and have an overall height of 6.7m and be constructed of metal cladding.

3.6 One access is proposed off West Street. The proposed car park is to the east of the main building and has 198 parking spaces and an additional 15 disabled bays. 20 covered cycle spaces are also proposed.

3.7 The proposal includes the reconfiguration of the golf course.

4.0 Background to the development

4.1 A Planning Statement has been submitted by the applicant which is summarised as follows:

4.2 Wallsend Golf Club is reflective of the general UK trend of declining golf club membership with less of the UK population, including younger people, playing the traditional 18 holes of golf due, first, as a result of prohibitive costs and, secondly, the length of time required. The owner has teamed up with HG&L Newcastle Ltd to promote a state of the art golf centre at the site. This will be the first of its kind in the UK. The concept is to deliver golf to a younger and more diverse market. Using the latest virtual reality digital technology, in addition to extensive outdoor facilities, it delivers state of the art facilities for both those new to the game and also accomplished golfers. The golf centre provides both serious golfing facilities, including a golf academy run by a PGA (Professional Golfers' Association, the leading organization for professional golf) qualified golf coach, alongside encouraging both group and family sporting entertainment. As a whole it will comprise the following:

- 54, well-furnished driving practice bays;
- 220 metre outdoor range;
- Advanced digital technology tracking equipment;
- Video bays providing the opportunity to play a selection of world-renowned courses and games;
- PGA Golf academy for all standards run by a PGA qualified coach;
- Pro shop;
- High-quality food and beverage offering to clients; and
- Function room and meeting facilities aimed at both the corporate market and for private functions.

4.3 In addition to providing professional golf tuition and practice facilities for serious golfers, it will provide an opportunity for new players. It will also offer junior scholarships and create close relationships with local schools and clubs.

4.4 A public consultation exercise, informing both 3,000 local residents and 700 club members and pay and play golfers, together with ward councillors and third party interests, was carried out on the weekend of 18/19 July. Due to the Covid 19 restrictions, this took the form of a leaflet drop to local residents which was emailed to club members. A follow up meeting was held with the Club committee with the minutes circulated to all members, followed by a survey which confirmed an 82% approval for the proposed course reconfiguration among the 267 responses received.

4.5 The proposal aims to broaden the base of potential participants by appealing to younger players and families as well as providing something different to those who already partake in golf and are already members of the golf club, by providing a mixed offer of golf, entertainment and food. The concept also includes a golf academy run by a PGA qualified golf coach.

4.6 The first application was refused and we have taken all comments and feedback on board by repositioning the Centre to face west, parallel to the Coast Road, minimising noise and light pollution to neighbouring residents. The redesign also significantly reduces the number of trees which have to be removed and enables biodiversity enhancement whilst also preserving the wildlife corridor across the site. The driving range itself will remain 220m in length, but with golfers now playing in a westerly direction. The building will be 2-storeys in height, with golf bays on both levels fronting out on to the driving range facing away from West Street.

4.7 The existing golf course has been reconfigured to provide a layout and length that meets with today's golfers' needs. The course will consist of two loops of six holes each (one with 2 tees on each hole), both coming back to the clubhouse, together with a high quality six-hole Par 3 course, which will enable the golfer to play 6 holes, 12 holes or 18 holes.

4.8 The separate machinery shed is to be located to the south of the site off Rheydt Avenue. The reduced size of the machinery shed and revised location addresses the noise/disturbance concerns from residents of West Street with the previous application. The existing golf club house will close once the new changing rooms, pro shop and bar facility are operational. Low cost membership will also be available. The aim is to engage with the local community and develop the facility as both a sports and social environment, in pursuit of the Sport England Strategy 2016-2021.

4.9 The revised scheme results in a reduction in the area of tree removal of 23% (down from 2.73ha to 2.11ha) from the first application. The proposals provide an opportunity for significant replacement planting in association with the reshaping of the existing golf course.

4.10 It is envisaged that the proposed development will create a minimum of 100 new full & part time jobs, in addition to jobs created as part of the construction process and indirect jobs created by the contractor's supply chain.

4.11 The benefits of the development include:

- An initial investment of £13 million in Wallsend.
- The creation of around 100 new direct jobs, in addition to a significant number of jobs created indirectly as part of the construction process and the supply chain.
- The development will secure the long term future of Wallsend Golf Club, £600,000 is to be invested in the golf course itself, in order to improve significantly the quality of the course for existing and potential new members with, amongst other improvements, a state of the art drainage system to ensure the course is playable 12 months a year.

- The Centre will offer junior scholarships to young golfers and links to local schools and Groups.
- The Centre will include a Golf Academy.
- The facility will accept Ease Cards to provide a discount for local residents.
- Function/meeting rooms will be available for local businesses to hold meetings or conferences at the facility; the Centre's function and meeting rooms will also be available as an additional resource for the community for weddings, birthdays, or other private celebrations.
- The Centre will develop its own local supply chain, bringing business estimated at £4m per year to North Tyneside.
- A new access is to be created from West Street for the proposed development which will remove the current problems caused by access having to be taken through existing residential areas past Western Community Primary School and up Rheydt Road.

4.12 The applicant has also submitted the following response to the representations received:

- The applicant will work closely with their golf course architect to prepare a disturbance plan and a phasing of the works.
- A Transport Assessment has been submitted which looks at the suitability of the proposed access and at the capacity of the local road network to accommodate the traffic generated by the new facility. This confirmed that the access layout and position is acceptable in highways terms and the local road network has the capacity to accommodate the traffic generated, subject to the provision of a highway safety scheme on the Coast Road southern on-slip road, which the applicant has agreed to.
- The new facility is needed which will not only generate new members in its own right but also enable £1.64m to be invested in the existing course, with a new drainage system a priority, to enable the course to remain open all year round.
- A lighting assessment has confirmed that light spill would not impact upon either ecology on site or dwellings to the north of the Coast Road. In terms of the latter, this confirmed that light levels adjacent to the driving range are slightly in excess of 1 Lux.
- Danger from golf balls to Coast Road traffic - Additional information was provided to explain the proposed height of the range netting and why this will provide protection to vehicles passing along the Coast Road. The applicant has done a lot of research into ball heights and trajectory in order to ensure that the netting is of sufficient height to prevent balls landing on the Coast Road. They have sourced data on PGA tour golfers' trajectory heights of golf balls struck by the full range of clubs. This confirms that all clubs max out at a similar height, but at differing distances. It shows that the maximum height is 29m. Allowing for shots played from the range's second tier (at 3m), there would be an allowance of 3m for a shot to be played to its maximum height. However, factored into this calculation is the fact that this data relates to PGA tour professionals. The standard of golfer that will use the range will achieve less height and a shorter trajectory, therefore confirming that the 35m netting height is more than sufficient to prevent balls landing on the Coast Road.
- Threat to Green Space - The Council's Green Space Strategy (February 2015) notes the site as forming a general piece of open space, although it then does not feature in any sub-category of open space. Golf courses themselves are noted in the Green Space Strategy, although provision standards have not been

set as part of the objectives. The objective relating to them is, therefore, general in nature and encompasses all outdoor facilities and simply states that: *'A range of outdoor facilities should be available within an appropriate travelling distance for all.'* It is considered that the scheme meets this objective as it seeks to enhance the outdoor facilities on the site.

- Impact on wildlife - a Biodiversity Net Gain calculation was carried out. The 2.11ha of tree cover lost will be mitigated by the 3.01ha of new native structure planting. A 30 year Landscape and Ecology Management and Mitigation Plan (LEMMP) has also been prepared. The landscaping scheme has been designed to ensure the retention and provision of shelter, foraging opportunities and connected dark corridors throughout the site for those bats present. The provision of bat boxes and/or tubes into the development masterplan will enhance habitats on site for roosting bats.

- Loss of trees – compared to the refused scheme, there has been a 23% reduction in the area of tree cover lost as a result of the relocation of the driving range; the significant majority of tree cover to be lost is now in the form of two belts of 'parkland trees' set within mown grassland, rather than established semi-mature woodland habitat with an understorey and unmown woodland floor, as was the case previously. The revised scheme is now able to deliver a much more comprehensive reinstatement of tree cover within the northern quarter of the TPO belt along West Street and it offers significant new benefits in the restocking of the degraded TPO belt along the site's western boundary.

- Noise - the revised application was submitted partly in response to concerns raised by residents living on West Street, who feared that noise emanating from the range and potentially from function rooms would impact on their amenity. The applicant listened to residents' concerns and re-orientated the driving range away from West Street, removed the separate service access onto West Street from the scheme and also relocated the greenkeeper's shed to the south of the golf course. The revised noise assessment, which followed an updated noise survey, confirms that predicted noise levels along West Street would now be minimal. It also concluded that, due to the distance of houses across the Coast Road from the range and the existing background noise levels generated from vehicles using the Coast Road, noise generated from the use of the range or function rooms will be negligible. The EHO is happy with the findings of the noise assessment, subject to a condition relating to hours of operation, that the applicant has agreed with.

- Current site neglected - the owners have committed financially as much as practicably possible in the club and course to try and ensure its long-term future. Wallsend Golf Club is reflective of the general UK trend of declining golf club membership with less of the UK population, including younger people, playing the traditional 18 holes of golf. This will enable new investment and broaden the appeal base.

- Flooding of the machine shed - A flood risk assessment and drainage have been submitted. The development will incorporate a new £300,000 drainage system which will be restricted to the existing greenfield runoff. The storage required will be designed to accommodate a 1 in 100-year storm event with an allowance for 40% climate change. This will ensure that development does not increase the risk of flooding in the area, including the area to be occupied by the machine shed.

- New facility should be built on the current clubhouse site - As highlighted in the Mitigation Hierarchy, the existing clubhouse site suffers from very poor access,

which has a significant impact on the ability to attract local, non golfer customers. Since STR Ltd commenced trading in 2008, they have struggled to attract local residents to use the current facility for food and beverage. An important element in the success of the new facility is food and beverage revenue and, as a result, it needs to attract local residents. The current location is isolated, serviced by a long entrance road which, especially in the winter months, is dark, unsafe and off-putting. The current location also has very poor public transport links, whereas the new location has excellent transport links and is located within easy access to a number of bus routes, cycle and footpaths. The position of the nearby school has also been a health and safety consideration, with traffic heading for Wallsend Golf Club having to directly pass the school. The proposed scheme seeks to reduce this traffic by incorporating the golf clubhouse/changing rooms in the Centre building. The current location is not visually prominent. The proposed new location is on the highest part of the site and has never incurred flooding and as a result, the applicant will be able to obtain full competitive insurance and, crucially, will be able to secure development funding with year round operation guaranteed.

- No consultation for residents on West Street - 3,000 information leaflets were distributed by hand over the weekend of Saturday 18th and Sunday 19th July. A separate leaflet was emailed to some 1,100 members and pay and play golfers at the golf club. Subsequent to the leaflet drop, the local ward councillor informed the applicant that several residents on West Street advised that they hadn't received the leaflet. In light of this, a second leaflet drop of some 300 leaflets was undertaken to all residents along West Street on Thursday 2nd September.

- Support: Supporters for the scheme can broadly be grouped into the following categories: combatting inactivity and promoting sport, a boost to employment, both directly and as part of the local supply chain, together with the regeneration of Wallsend, including attracting visitors from outside the immediate region, creating opportunities for local children to participate in a sport that has traditionally been limited to those from more prosperous areas.

5.0 Planning History

19/00833/FUL - Construction of a driving range with associated parking, including ancillary bar/restaurant, golf shop, golf academy, golf club changing facilities, and function rooms, creation of a new vehicular access and reconfiguration of Wallsend Golf Course – refused 20.03.20 for the following reasons:

1. The proposed development would result in the loss of an area of designated open space, contrary to policies S5.1 and DM5.2 of the North Tyneside Local Plan 2017.
2. The proposed development would result in the loss of landscaping and it would have a detrimental impact on biodiversity in a wildlife corridor, contrary to policies S5.4, DM5.5, DM 5.7 and DM5.9 of the North Tyneside Local Plan 2017.
3. The proposed development would have a detrimental impact on the amenity of residents in terms of noise and disturbance, contrary to policy DM5.19 of the North Tyneside Local Plan 2017.

Existing Golf Clubhouse

09/03178/FUL Erection of new hotel and sports injury rehabilitation clinic. Refurbishment of former sports centre including external alteration, a new squash court and bar/dining facilities. Proposed 6no all weather pitches, 3no tennis

courts, par 3 golf course, adventure course and batting cage. Relocation of groundsman compound. Approved 19 October 2011

08/02049/FUL Proposed internal alterations and extension to the rear of the existing golf club. Extension to the driving range and alter the car park and immediate surrounding landscaping. Approved 9 April 2009

92/01339/LAREG3 (Outline) Construction of a 24 bay golf driving range comprising sheltered bays enclosed link to sports centre reception area, perimeter fencing and external floodlighting, minor earthmoving in the removal of a mound adjacent to the sports centre. Approved 8 October 1992

6.0 Government Policy

National Planning Policy Framework February 2019

National Planning Policy Guidance (As amended)

7.0 Development Plan

7.1 North Tyneside Local Plan 2017

7.2 Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in the determination of all applications. It requires LPAs to apply a presumption in favour of sustainable development in determining development proposals. Due weight should still be attached to Development Plan policies according to the degree to which any policy is consistent with the NPPF.

PLANNING OFFICERS REPORT

8.0 Summary of Key Issues and Considerations

8.1 The main issues for Members to consider are:

- a) Principle of development including impact on open space
- b) Assessment of town centre uses
- c) Impact on the amenities of nearby residents
- d) Design and impact on the character and appearance of the area
- e) Landscaping and biodiversity
- f) Highway impacts
- g) Other Issues

8.2 Consultation responses and representations regarding the proposal are set out in the appendices to this report.

9.0 Principle of development, including use of open space

9.1 The National Planning Policy Framework (NPPF) states that the purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways. These are an economic objective, a social objective and an environmental objective.

9.2 At the heart of the NPPF is a presumption in favour of sustainable development. For decision taking this means approving development proposals that accord with an up-to-date Plan without delay; or where there are no relevant development plan policies or the policies which are most important are out-of-date grant planning permission, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

9.3 Paragraph 92 of the NPPF states that to provide the social, recreational and cultural facilities and services the community needs, planning decisions should plan positively for the provision and use of community facilities (such as local shops, meeting places, sporting venues, open space) and other local services to enhance the sustainability of communities and residential environments and ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community.

9.4 Paragraph 97 of the NPPF states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless it is surplus to requirements, or the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

9.5 The aims of how the Local Plan contributes towards achieving sustainable development for North Tyneside are set out under Policy S1.1 'Spatial Strategy for Sustainable Development'. This policy sets out the broad spatial strategy for the delivery of the objectives of the Plan.

9.6 Policy S1.2 'Spatial Strategy for Health and Well-being' sets out how the wellbeing and health of communities will be maintained and improved. This includes promoting and facilitating active and healthy lifestyles, preventing negative impacts on residential amenity and by promoting access for all to green spaces, sports facilities, play and recreation opportunities

9.7 Policy DM1.3 Presumption in Favour of Sustainable Development states:

"The Council will work pro-actively with applicants to jointly find solutions that mean proposals can be approved wherever possible that improve the economic, social and environmental conditions in the area through the Development Management process and application of the policies of the Local Plan. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole; or
- b. Specific policies in the NPPF indicate that development should be restricted."

9.8 Strategic Policy S1.4 'General Development Principles' states that proposals for development will be considered favourably where it can be demonstrated that

they would accord with strategic, development management and other area specific policies in the Plan. Amongst other matters, this includes taking into account flood risk, impact on amenity, impact on existing infrastructure and making the most effective and efficient use of land.

9.9 Local Plan Policy S2.1 'Economic Growth Strategy' states that proposals that make an overall contribution towards sustainable economic growth, prosperity and employment in North Tyneside will be encouraged.

9.10 Local Plan policy S5.1 'Strategic Green Infrastructure' states that the Council will seek the protection, enhancement, extension and creation of green infrastructure in appropriate locations within the Borough which supports the delivery of North Tyneside's Green Infrastructure Strategy.

9.11 Local Plan policy DM5.2 'Protection of Green Infrastructure' states that loss of any part of the green infrastructure network will only be considered in the following exceptional circumstances:

- a) Where it has been demonstrated that the site no longer has any value to the community in terms of access and function; or
- b) If it is not a designated wildlife site or providing important biodiversity value; or
- c) If it is not required to meet a shortfall in the provision of that green space type; or
- d) The proposed development would be ancillary to use of the green infrastructure and benefits to the green infrastructure would outweigh any loss of open space.

Where proposals are considered to meet the exceptional circumstances permission will only be granted where alternative provision, equivalent to or better than in terms of its quantity and quality, can be provided in equally accessible locations that maintain or create new green infrastructure connections. Proposals for new green infrastructure, or improvements to existing, should seek net gains for biodiversity, improve accessibility and multi-functionality of the green infrastructure network and not cause adverse impacts to biodiversity.

9.12 Local Plan policy DM5.3 states that within North Tyneside, accessible green space will be protected and enhanced to be of the highest quality and value. New development should sustain the current standards of provision, quality and value as recorded in the most up-to-date Green Space Strategy. Opportunities should be sought to improve provision for new and existing residents

9.13 The site is allocated as open space in the North Tyneside Local Plan and there is a wildlife corridor allocation across the site. The Green Space Audit categorises the site as high quality and medium value. One of the reasons for refusal on the previous application related to the loss of an area of designated open space.

9.14 The proposed building and driving range are located on part of the existing golf course. The existing golf club and driving range are not part of the application site. The proposed building and driving range will result in the loss of

some of the open space. The proposal also includes the reconfiguration of the existing golf course.

9.15 The applicant considers that the loss of a small proportion of the green infrastructure network will not affect the value of the site or the contribution it makes to the wider network. The applicant also considers that it meets an objective in the Green Space Strategy (2015) which states that “A range of outdoor facilities should be available within an appropriate travelling distance for all”. The applicant considers that the scheme meets this objective as it seeks to enhance the outdoor facilities at the site and makes it more attractive to a greater proportion of local residents and leads to greater and better use of the site. They consider that a distinction should be drawn between the type of green infrastructure which is present in and around the site and that is that it represents a specific use for sports and leisure rather than a general area of green space.

9.16 It is considered that the loss of the open space would not result in an under provision of open space in the area given the existing use of the site. The proposal would not result in the loss of sports facilities given the use of the site as a golf course is to remain.

9.17 Members need to consider whether the principle of the proposed development on the existing golf course and in terms of loss of open space is acceptable. It is officer advice that it is. The impact of the proposal on biodiversity and landscaping is considered separately in this report.

10.0 Assessment of Town Centre Uses

10.1 Main town centre uses are defined in the NPPF and include retail, leisure, entertainment and more intensive sport and recreation uses. The Council supports a town centre first approach towards new development for main town centre uses in accordance with national guidance (NPPF and NPPG). If there are no available sites in a centre, then edge of centres should be considered before out of centre sites.

10.2 Paragraph 86 of the NPPF states that local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. Paragraph 87 states that when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre.

10.3 Local Plan Policy S3.2 Hierarchy of centres sets out centres which are key locations for main town centre uses.

10.4 Local Plan Policy DM3.4 ‘Assessment of Town Centre Uses’ states that proposals for main town centre uses on sites not within the town centres will be permitted where they meet certain criteria including the carrying out of a sequential assessment and an impact assessment for developments over 500sqm of gross comparison retail floor space. Where an application fails to

satisfy the sequential test or is likely to have significant adverse impact it should be refused.

10.5 The proposed development comprises retail, restaurants, bar facilities, function rooms, sport and leisure uses. The bar/restaurant has a floorspace of 648sqm, the retail area has a floorspace of approximately 402sqm and the function room spaces have a floorspace of 434m² including 63sqm for the Games Room.

10.6 The applicant has not provided a sequential assessment for the retail element of the proposed development and has advised that a sequential assessment is not required as with reference to planning practice guidance, the proposed golf shop is not a destination in its own right and has a particular market and locational requirements adjacent to the golf course and driving range. The applicant considers that the proposed golf shop:

- Will offer golf equipment for sale to golf club/visitors and clientele of the driving range.
- Include a club fitting service and booking/payment point for golf rounds, green fees and the golf academy.
- Is ancillary to the driving range/golf course use.
- Would not be a standalone unit and destination in its own right and therefore a sequential assessment is not required as it has a particular market and locational requirements with the proposed development.
- The existing golf shop (150 sqm) will close once the new golf shop is operational.

10.7 The development as a whole is considered to be a main town centre use. It is outside of the boundaries of Wallsend town centre. However, given the nature of the development as a golf facility its location is considered to be appropriate. The golf shop, restaurant and bar facilities and function rooms are not considered to be wholly ancillary to the operation of the golf course and driving range, but it is accepted that the economic basis for them is in association with the golfing facilities.

10.7 Economically the proposed development would provide investment and jobs for the borough during the construction phase and reconfiguration of the golf course. Jobs will also be provided in the maintenance of the golf course and in hospitality.

10.8 It is officer opinion that the range of uses, scale and location of this proposal would not lead to substantial harm to the identified town centres of North Tyneside and that the proposal could not be accommodated at a location any closer to a town centre or in a more accessible location.

11.0 Impact on the amenities of nearby residents

11.1 Paragraph 180 of NPPF states that 'planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment' and 'mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise

giving rise to significant adverse impacts on health and the quality of life.’ and ‘limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation’.

11.2 Local Plan Policy S1.4 of the Local Plan General Development Principles states, amongst other things, that proposals should be acceptable in terms of their impact upon local amenity for new or existing residents and businesses adjoining premises and land uses.

11.3 Local Plan Policy DM5.19 ‘Pollution’ states that development proposals that may cause pollution either individually or cumulatively of water, air or soil, through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, and other pollutants will be required to incorporate measures to prevent or reduce their pollution so as not to cause nuisance or unacceptable impacts on the environment, to people and to biodiversity.

11.4 Local Plan Policy DM6.1 ‘Design of Development’ states that proposals are expected to demonstrate a positive relationship to neighbouring buildings and spaces; and a good standard of amenity for existing residents and users of buildings and spaces.

11.5 One of the reasons for refusal of the last application, reference 19/00833/FUL, was that the proposed development would have a detrimental impact on the amenity of residents in terms of noise and disturbance, contrary to policy DM5.19 of the North Tyneside Local Plan 2017. The applicant has advised that they have sought to address this reason for refusal by re-orientating the building and the driving range bays now face westwards. They state that the noise assessment shows that the impact has been reduced significantly at the existing residential receptors on West Street and that any impact on residents from the lighting of the driving range for residents has been addressed by virtue of the reorientation of the range and by use of high-tec directional lighting. In terms of visual amenity, they advise that given the distance of the nearest properties to the north, and the existing mature tree belt along the north boundary to the course, together with the use of neutral coloured netting, there will be no detrimental visual impact by virtue of the netting from views from the north. At an initial height of 35m (tapering down away from the driving bays), the netting will also avoid the possibility of golf balls landing on the Coast Road to the north.

11.6 The current application has moved the proposed building and it has a different orientation. Under the refused application the building had a north/south orientation with the length of the driving range running almost parallel with West Street. The applicant is now proposing a building which is orientated east/west with the driving range bays facing westwards.

11.7 Objections have been received from residents, including residents on West Street and to the north of the Coast Road, on the grounds of the impact of the proposed development on residential amenity in particular in terms of noise, light pollution and visual impact.

11.8 The opening hours of the proposed facility are as follows:

Mon -Thu 08:00 - 23:00

Fri - Sat 08:00 - 01:00

Sun - 08:00 - 22:00

11.9 The applicant has submitted a noise assessment, an air quality assessment and a lighting assessment. There will be an impact on residents in the area, in particular on West Street, compared to the existing situation. Properties north of the Coast Road are over 70m from the boundary of the site. The proposed building is set over 90m from the boundary with West Street and its siting is considered to be an improvement on the previous application in terms of impact on amenity. The driving range is positioned to the west of the proposed building, thereby offering some screening in visual terms from West Street. However, there will be a visual impact of the building and the driving range fencing as well as the other associated works from the surrounding area. However, this visual impact and impact in terms of outlook and daylight is not considered to be detrimental. Further consideration of the visual impact of the development is set out later in this report.

11.10 The Manager of Environmental Health has been consulted on the application and has provided comments. She advises that the facility will be located adjacent to residential properties on West Street and she has concerns with regard to potential noise arising from the development such as plant noise, customer noise and music affecting the neighbouring residential properties. She has viewed the noise assessment report. This has considered noise arising from the golf building including amplified music, external plant and equipment, car park noise and customer noise.

11.11 The noise assessment has taken background noise levels for the area and noise from external plant and equipment has been assessed and established that noise levels will not exceed the existing background noise levels for the area. A planning condition is required to verify that the operational noise levels do not exceed the existing background noise levels.

11.12 The Manager of Environmental Health has advised that the background music for the golf driving bays has been assessed based on a typical level of 68 dB(A) for each speaker within the bay. The golf driving bays are screened by the building itself and therefore the noise assessment has determined that the amplified music will be inaudible for residents located in West Street. The noise assessment for functions has been based on worst case and has indicated that potential noise arising from a function would not give rise to noise levels likely to give rise to significant adverse impact for the maximum noise levels generated at the nearest sensitive receptors as the overall noise levels would not exceed the background noise levels. Noise arising from functions at the site including customer noise and noise from the car park has been predicted to result in a noise level of around 43dB(A) at the nearest residential properties on West Street, which is below the existing daytime noise levels and 3dB above the night time background noise level. It is not considered that this would result in an adverse impact.

11.13 The Manager of Environmental Health therefore recommends conditions to require a noise management plan for controlling noise from customers leaving the venue and use of the car park if the operating hours are to be permitted to 01:00 hours on a Friday and Saturday. She has also advised that the use of the external balcony and outdoor areas can be controlled via a condition to restrict to no later than 9pm and the driving range bays till 11pm. This will minimise customer noise in the late evening.

11.14 The Manager of Environmental Health has advised that a lighting assessment has been provided that has calculated the illumination levels arising from the external lighting at the development. This indicates that the nearest sensitive receptors will not be subject to any increase in lighting levels at the residential facades.

11.15 The Manager of Environmental Health has concerns about early morning grass cutting operations that can start at 5:00 hours. Although the maintenance building is located to the west of the golf course away from residential properties on West Street and noise from accessing the building during the early morning will be mitigated, there are still concerns with regard to early morning noise from the cutting activity for those greens closest to West Street. She recommends that this activity is restricted during the early morning period to ensure the greens located adjacent to West Street are cut after 07:00 hours Monday to Saturday and 09:00 hours on Sundays.

11.16 In terms of odour, the Manager of Environmental Health has advised that further information is required. The agent has provided information relating to this. Conditions are recommended to control details of plant including any extraction vents, air ventilation systems, refrigeration and odour suppression.

11.17 The Manager of Environmental Health has also viewed the submitted air quality report. This considers potential construction impacts arising from dusts and operational phase potential impacts. It is considered that risks from dust and fine particulates arising from the construction phase can be mitigated through a dust management plan and this can be conditioned. Air quality impacts arising from the operational phase are determined to be negligible and not significant based on the predicted traffic movements associated with the development. Although the site is on the boundary of a nitrogen dioxide exceedance area for the A1058 Coast Road, the number of additional trip movements east and west along the Coast Road is considered to be negligible.

11.18 Members need to consider whether the proposal will have a detrimental impact on the amenity of nearby residents. It is officer advice that the proposal will be acceptable in terms of its impact on amenity subject to conditions.

12.0 Design and impact on the character and appearance of the area

12.1 Paragraph 124 of the NPPF states that 'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'.

12.2 Local Plan Policy S1.4 General Development Principles of the Local Plan states that proposals for development will be considered favourably where it can be demonstrated that they would accord with the strategic, development management or area specific policies of this Plan. Should the overall evidence based needs for development already be met additional proposals will be considered positively in accordance with the principles for sustainable development. Proposals should meet a number of criteria including, amongst other things, the likely effects of climate change and flood risk; have an acceptable impact on local amenity for existing residents and businesses; have regard to the built and natural environment; and be accommodated by existing infrastructure encouraging accessibility and walking, cycling and public transport and where appropriate provide improvements to infrastructure.

12.3 Local Plan Policy DM6.1 Design of Development states that applications will only be permitted where they demonstrate high and consistent design standards. Designs should be specific to the place, based on a clear analysis of the characteristics of the site, its wider context and the surrounding area and, amongst other things, proposals should be responsive in design to landscape features and wildlife habitats; have a positive relationship to neighbouring buildings and spaces; sufficient car parking that is well integrated into the layout; and a good standard of amenity for existing residents.

12.4 Design guidance for high quality design is set out in the Council's Supplementary Planning Document on Design Quality.

12.5 The main building is east facing and is set back from West Street by approximately 97m. The building is proposed as two storeys high with mezzanines which results in the predominant front elevation height of approximately 10.5m with the entrance, areas above function rooms and roof access rising to approximately 11.5m. The roof is flat with some elements pitched. Development in the area is predominantly two storey. The proposed building is located approximately 116m from the nearest residential property in West Street and over 105m from the properties to the north of the Coast Road. A maintenance building is proposed to the south west of the site.

12.6 The applicant has advised that the specific siting of the building has been carefully considered as to ensure no detrimental visual impact from any external approach. Single storey elements have been introduced to reduce the visual massing. This has involved recessing first floor sections to create terraces. This approach has also been adopted at the junction where the building meets the golf course to soften this transition. In doing so, strong contrasting blocks to the east and west of the building act to 'bookend'. The recessed first floor elements propose a different cladding arrangement to contrast with the principal elevational elements. This lessens the visual impact significantly whilst maintaining a strong horizontal emphasis. The materials for the main building comprise cladding in a soft tone which is complemented by a series of green cladding boards proposed for enhanced connectivity. Elements of green walling have been provided alongside the entrance. Dark clad protruding elements will 'bookend' the principal (entrance) building facade. Large expanses of glazing with coloured framing features, provide the building with a contemporary aesthetic. The design incorporates protruding building elements.

12.7 In terms of the West Street boundary, trees along West Street are protected by the Wallsend Golf Course No.2 Tree Preservation Order. It is proposed to remove the existing fencing along West Street and replace it with 1.2m high vertical bar steel railings. The applicant has advised that the landscaping strategy aims to deliver a significant enhancement of the site boundary on West Street and restoration of the tree cover in the north-eastern corner of the site. They have also advised that within the car park area extensive avenue tree planting and hedge planting would break up and soften the appearance of the car parking area.

12.8 The proposed building will be visible from West Street and the Coast Road where the access road is located through the existing and proposed planting. The reorientation of the building from the previously refused scheme reduces the impact on West Street.

12.9 Fencing of a maximum height of 35m is proposed to the driving range, tapering up slightly from the building up to 35m, then tapering down gradually to 25m. The elevation submitted shows this as extending beyond the building for approximately 225m on each side of the driving range with a width of approximately 70m with towers. The applicant has advised that this mesh fencing is specifically designed to be non-visually intrusive, however there are metal lattice towers to support it. These will have some visual impact from some viewpoints. Fencing of this height is an anomaly in most areas and there is limited development of this height in North Tyneside.

12.10 The reorientation of the building and driving range from the previous application reduces the impact of the fencing on West Street. It will be visible given its height to West Street and the Coast Road. The applicant has submitted some indicative images to show the fencing and towers from the Coast Road and West Street.

12.11 The Design Officer has advised that the siting of the proposed building, car park and range are well located to minimise the visual impact of the scheme and the impact on the nearby residential area. The driving range is now aligned with the Coast Road. Two 3D visual images have been submitted showing the proposal from the Coast Road. These show that some of the lattice towers and nets that enclose the driving range can be seen from the Coast Road, however a large area is concealed by landscaping. The parts that are visible cause some harm to the character and appearance of the area. The impact, however, is much reduced when compared to the previous application. It is also noted that the design is improved with a tapering down of the lattice towers and nets away from the driving bays.

12.12 The Design Officer also advises that the vehicular entrance to the site seems to have been appropriately chosen where there will be least impact to well established trees. Along the vehicle approach off West Street, there would be views of the new building which would be, in part, mitigated by landscaping. A 3D visual image showing the site from West Street has been submitted. Further 3D views were requested and these have been submitted showing the view of the site from West Street northbound and southbound.

12.13 With regards to the separate machinery shed located to the south of the site off Rheydt Avenue, the Design Officer advises that the location for this is considered to be appropriate.

12.14 Members need to consider whether the proposal has an acceptable impact on the character and appearance of the area. It is officer advice that on balance it is acceptable.

13.0 Landscaping and biodiversity

13.1 Paragraph 170 of the NPPF states that 'Planning policies and decisions should contribute to and enhance the natural and local environment by:

d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;'

13.2 Paragraph 174 states that 'To protect and enhance biodiversity and geodiversity, plans should:

a) Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and
b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity'.

13.3 Paragraph 175 states that, 'When determining planning applications, local planning authorities should apply the following principles:

a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.'

13.4 Local Plan Policy S5.4 Biodiversity and Geodiversity states that:

The Borough's biodiversity and geodiversity resources will be protected, created, enhanced and managed having regard to their relative significance. Priority will be given to:

a. The protection of both statutory and non-statutory designated sites within the Borough, as shown on the Policies Map;
b. Achieving the objectives and targets set out in the UK Post-2010 Biodiversity Framework and Local Biodiversity Action Plan;
c. Conserving, enhancing and managing a Borough-wide network of local sites and wildlife corridors, as shown on the Policies Map; and
d. Protecting, enhancing and creating new wildlife links.

13.5 Policy DM5.5 Managing effects on Biodiversity and Geodiversity states that: 'All development proposals should:

- a. Protect the biodiversity and geodiversity value of land, protected and priority species and buildings and minimise fragmentation of habitats and wildlife links; and,
- b. Maximise opportunities for creation, restoration, enhancement, management and connection of natural habitats; and,
- c. Incorporate beneficial biodiversity and geodiversity conservation features providing net gains to biodiversity, unless otherwise shown to be inappropriate.

13.6 Proposals which are likely to significantly affect nationally or locally designated sites, protected species, or priority species and habitats (as identified in the BAP), identified within the most up to date Green Infrastructure Strategy, would only be permitted where:

- d) The benefits of the development in that location clearly demonstrably outweigh any direct or indirect adverse impacts on the features of the site and the wider wildlife links;
- e) Applications are accompanied by the appropriate ecological surveys that are carried out to industry guidelines, where there is evidence to support the presence of protected and priority species or habitats planning to assess their presence and if present, the proposal must be sensitive to, and make provision for, their needs, in accordance with the relevant protecting legislation; and
- f) For all adverse impacts of the development appropriate on-site mitigation measures, reinstatement of features, or, as a last resort, off site compensation to enhance or create habitats must form part of the proposals. This must be accompanied by a management plan and monitoring schedule, as agreed by the Council.

13.7 Policy DM5.7 Wildlife Corridor states that proposals within a wildlife corridor must protect and enhance the quality and connectivity of the wildlife corridor.

13.8 Policy DM5.9 Trees, Woodland and Hedgerows states that the Council will support proposals to protect and enhance existing woodland tree and landscape features and secure new planting as part of development.

13.9 The site is designated as a wildlife corridor in the North Tyneside Local Plan. Some of the trees on the site are protected by Wallsend Golf Course No.2 Tree Preservation Order 2010. This TPO covers trees around the western part of the site, the northern and eastern boundaries and in certain areas within the site (by the access road to the current golf club).

13.10 The proposed building, servicing facilities, access and parking will result in loss of woodland and trees which are part of the golf course and along the West Street boundary where access is proposed where trees are protected by the Wallsend Golf Course Tree Preservation Order. The proposed facility is situated within a wildlife corridor.

13.11 One of the reasons for refusal of the last application, reference 19/00833/FUL, was that the proposed development would result in the loss of landscaping and it would have a detrimental impact on biodiversity in a wildlife

corridor, contrary to policies S5.4, DM5.5, DM 5.7 and DM5.9 of the North Tyneside Local Plan 2017.

13.12 The applicant has advised that an updated Ecological Appraisal Report and Landscape Strategy Plan have been submitted and that these found that the amenity grassland to be lost is of 'negligible' ecological importance and the mixed plantation woodland is of 'local' ecological importance, but it is considered that the loss of this area can be mitigated by compensatory measures and the importance of the habitat can be retained. The applicant also advises that the landscape strategy for the site of the proposed driving range and car parking aims to deliver significant enhancement of the site boundary on West Street generating a notable improvement in the visual character of the wider street scene with restoration of the tree cover within the degraded section of the vegetation cover within the area of the TPO at the north eastern corner of the site. They consider that new planting of native trees and shrubs, together with the improved management of existing tree cover will improve the structural integrity of the tree belt within the TPO by improving species and age diversity and establishing a continuous canopy cover in areas where trees are currently absent. To the periphery of the car park layout new verges would be sown with native wildflower and grass mixes to create a species diverse woodland edge habitat. Mounding immediately to the north of the new driving range outfield between the maintenance access track and the tree root protection areas to the north, would be planted with native trees and shrubs. To compensate for the proposed loss of tree cover new pockets of native tree and shrub planting are distributed across the course. New tree planting will be bolstered by the translocation of some 60 semi-mature trees from areas of tree removal and the positioning of these would focus on closing breaks between existing tree belts to improve habitat connectivity. There is an existing watercourse within the south-eastern part of the site and the proposed landscape strategy includes work to open up the ditch and improve the habitat value of the channel and its banksides.

13.13 Ecological Surveys have been undertaken on the site and include an ecological appraisal, breeding bird survey, bat transect survey, badger survey and an otter and water vole survey. A tree survey and Arboricultural Impact Assessment has been undertaken that categorises the quality of the trees. Of the 2.11ha of woodland to be lost, 1.80 ha (85%) are category B2 trees and 0.31ha (15%) have been assessed as category C trees. The Landscape Architect and Biodiversity Officers advise that of the 2.11ha of trees to be lost, 903m² (4.3%) are trees protected by a TPO and comprises of both category B and C trees.

13.14 The Landscape Architect and Biodiversity Officers have been consulted and their comments are set out in the appendices. They advise that the application will result in the loss of a large area of established woodland and there will be increased lighting and noise within a wildlife corridor. They advise that the impacts of the scheme include the loss of 2.11ha of native broadleaved woodland, small areas of native scrub planting (0.24ha), loss of habitat supporting breeding birds and foraging and commuting bats and indirect impact on a wildlife corridor.

13.15 The Landscape Architect and Biodiversity Officers advise that the applicant has looked to address or minimise the impacts in relation to the current application. They advise that the applicant has demonstrated that new native woodland planting and proposed enhancements to the existing woodland, in addition to other measures, will deliver adequate mitigation for the loss and will achieve a net gain (0.68%) across the site, in accordance with the Local Plan policies. The application proposes 3.01 ha of native structure planting and 12.57ha of woodland enhancement to mitigate the impacts of woodland loss. 0.08ha of wildflower grassland is also proposed. The Landscape Architect and Biodiversity Officer also advise that the creation of new habitat (woodland, scrub and wildflower grassland) and SuDs features, lighting that is designed to minimise light spill and the delivery of woodland enhancements (12.5ha) and watercourse improvements, should ensure that overall the integrity and functioning of the wildlife corridor is not compromised.

13.16 The applicant has submitted a Net Gain Report to demonstrate that the mitigation measures submitted to address habitat loss will adequately mitigate and provide net gains. The Landscape Architect and Biodiversity Officers advise that the Net Gain Report inputs baseline habitat information, habitat losses and habitat creation and enhancements and it documents new habitat creation (native woodland and scrub) in addition to habitat enhancements (retained woodland enhancement) and this results in a net gain of 0.69% in habitat units and 10% net gain in hedgerow units, which demonstrates that the mitigation being provided is in accordance with the Council Policy.

13.17 The Landscape Architect and Biodiversity Officers have recommended a series of planning conditions in order ensure that the scheme can be delivered with minimal harm to the landscape and wildlife and ensure long term biodiversity benefits. Conditions are recommended regarding tree protection, tree replacements, lighting, landscaping scheme, landscape management, ecological management and monitoring, arboricultural and ecological supervision during construction, hedgehog habitat creation, bird and bat boxes, drainage and monitoring of driving range netting. The applicant has agreed to a 30 year Ecological Management and Monitoring Plan for the long-term management and monitoring of landscaping and wildlife habitats and species within the application site and this can be conditioned.

13.18 Members need to consider whether the proposal is acceptable in terms of its impact on biodiversity and landscaping. It is officer advice that subject to conditions the proposed development is acceptable in terms of biodiversity and landscaping.

14.0 Highways and Parking Issues

14.1 The NPPF states that the planning system should actively manage patterns of growth in support of transport objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

14.2 The NPPF at paragraph 109 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.'

14.3 Local Plan Policy S7.1 'General Infrastructure and Funding' states that 'The Council will ensure appropriate infrastructure is delivered so it can support new development and continue to meet existing needs. New development may be required to contribute to infrastructure provision through planning obligations and/or CIL.

14.4 Local Plan Policy DM7.4 'New Development and Transport' relates to transport requirements of new developments including parking. Supplementary Planning Document 'Transport and Highways' is also relevant and sets out parking standards.

14.5 Residents have raised objections to the proposal relating to the likely increase in traffic as a result of the proposal. A new access is proposed off West Street for access to the proposed development. The previous application incorporated a second access for service purposes, but this is not now proposed.

14.6 The applicant has submitted a Transport Assessment that has looked at the impact of the development on the local highway network. A Framework Travel Plan has also been submitted.

14.7 The Transport Assessment states that the proposed car park for the driving range has 198 spaces in total comprising 183 regular bays and 15 disabled bays. There are also a further 24 parking spaces at the machinery shed. The applicant advises that after the proposed development staff and visitors will no longer use the car park off Rheydt Ave which serves the existing golf course. The applicant considers that this is an improvement in highway terms as these vehicles will no longer travel past Western Community Primary School. The applicant advises that 20 cycle parking spaces are proposed on site available to be used by visitors and staff. They are located at the frontage adjacent to the entrance to the development.

14.8 The Highways Network Manager has advised that the site is currently accessed via Rheydt Avenue, a non-adopted road to the south of the course which also serves Wallsend Boys Club & the former Wallsend Sports Centre site. The proposed access is via West Street which provides a more direct access to the A1058 Coast Road. It is considered that in terms of capacity, the impact is not significant given the long established use on the site, however due to additional vehicles accessing the site from the Coast Road & Devonshire Gardens junction, a highway safety scheme is deemed to be appropriate for the Coast Road southern on-slip road. He advises that parking, cycle parking and the internal layout has been provided to meet the needs of the development therefore conditional approval is recommended.

14.9 Objections have been received which refer to the potential for golf balls to impact on traffic on the Coast Road. The Highways Network Manager asked for

further information with regards to this and the applicant has advised that they have undertaken a significant amount of research into ball heights and trajectory in order to ensure that the netting is of sufficient height to prevent balls landing on the Coast Road. They have sourced data on PGA tour golfers' trajectory heights of golf balls struck by the full range of clubs. The applicant states that all clubs max out at a similar height, but at differing distances. It shows that the maximum height is 29m. Allowing for shots played from the range's second tier (at 3m), there would be an allowance of 3m for a shot to be played to its maximum height. However, factored into this calculation is the fact that this data relates to PGA tour professionals. The standard of golfer that will use the range will achieve less height and a shorter trajectory, therefore they consider that the 35m netting height is more than sufficient to prevent balls landing on the Coast Road.

14.10 The Public Rights of Way Officer and Cycling UK have commented that West Street is a key corridor cycle link between the Coast Road and Segedunum and the new access point needs to retain priority for pedestrians/cycles and that cycle parking needs to be at the main entrance, overlooked and include lighting. They have queried whether a contribution could be made to the cycle link and whether the Bridleway that runs through the existing grounds could be resurfaced with new signage. It is considered that improvements to the bridleway are not appropriate or reasonable. However, cycle parking has been provided for the development adjacent to the entrance and this will be covered. A condition can be imposed to secure this.

14.11 Members need to consider whether the proposal is acceptable in terms of its impact on highway safety and the highway network. It is officer advice that the proposed development is acceptable in terms of accessibility by different modes of transport and for parking and that the impact from the proposed development on the road network would not be severe.

15.0 Other issues

15.1 Flooding

15.2 Paragraph 163 of the NPPF states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Paragraph 165 states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should take account of advice from the lead local flood authority, have appropriate proposed minimum operational standards, have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development and where possible, provide multifunctional benefits.

15.3 Local Plan Policy DM5.12 'Development and Flood Risk' states that all major developments will be required to demonstrate that flood risk does not increase as a result of the development proposed, and that options have been taken to reduce overall flood risk from all sources, taking into account the impact of climate change over its lifetime. Other relevant policies in the Local plan are Policy DM5.14 'Surface Water Run Off' and DM5.15 'Sustainable Drainage'.

15.4 The applicant has submitted a Flood Risk and Drainage Assessment. The applicant has advised that the development will incorporate a new £250,000 drainage system which will be restricted to the existing greenfield runoff. The storage will be designed to accommodate a 1 in 100-year storm event with an allowance for 40% climate change. The applicant considers that this will ensure that development does not increase the risk of flooding in the area and will allow the course to be played all year round.

15.5 The Lead Local Flood Authority (LLFA) has been consulted. They have advised no objections subject to conditions as the development will be providing attenuation within the site through the use of suds ponds, swale & underground storage crates. The surface water from the development will be restricted to the equivalent greenfield run-off rates and will discharge into the Wallsend Burn. These proposals will ensure the development does not increase flood risk both on and off site. The LLFA also asked the applicant to verify whether improvements to the Wallsend Burn (upstream from Prince Road culvert) are part of the current proposals. The applicant has confirmed these are still proposed and the LLFA has stated that this improvement will help reduce the impact of the development on the watercourse.

15.6 Northumbrian Water has been consulted. They have recommended conditional approval. The Environment Agency have no comments.

15.7 Members need to consider whether the proposal is acceptable in terms of its impact on flooding. It is officer advice that subject to conditions it is acceptable.

16.0 Ground conditions

16.1 Paragraph 178 of the NPPF states planning policies and decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination i.e. mining or land remediation. Paragraph 179 of the NPPF goes on to say that where a site is affected by contamination or land instability issues, responsibility for securing a safe development, rests with the developer and/or landowner.

16.2 Local Plan Policy DM5.18 'Contaminated and Unstable Land' states "Where the future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must be accompanied by a report which:

- a. Shows that investigations have been carried out to assess the nature and extent of contamination or stability issues and the possible effect it may have on the development and its future users, biodiversity, the natural and built environment; and
- b. Sets out detailed measures to allow the development to go ahead safely and without adverse effect, including, as appropriate:
 - i. Removing the contamination;
 - ii. Treating the contamination;
 - iii. Protecting and/or separating the development from the effects of the contamination;
 - iv. Validation of mitigation measures; and
 - v. Addressing land stability issues.

Where measures are needed to allow the development to go ahead safely and without adverse effect, these will be required as a condition of any planning permission.”

16.3 The whole of the local plan area has been identified a Mineral Safeguarding Area. Local Plan Policy DM5.17 'Minerals' states that minerals resources and related infrastructure should be managed and safeguarded.

16.4 The Contaminated Land Officer has been consulted. She has advised that no gas protection measures are required, and no contamination issues have been identified therefore she has no objections.

16.5 The Coal Authority has been consulted. They have raised no objections to the proposed development subject to a condition.

16.6 Members need to consider whether the proposal is acceptable in terms of its impact on ground conditions. It is officer advice that subject to conditions it is acceptable.

17.0 Aviation Safety

17.1 Newcastle International Airport Limited (NIAL) has been consulted. They have advised that all lighting needs to be projected downwards. The applicant has advised that the lighting columns will be 15m high and directional, downward angled and will not distract pilots or drivers on the adjacent Coast Road. Further to this NIAL has advised that they have reviewed the landscape plans, planting mix and bird hazard assessment and management plan, and they are satisfied that all of their concerns have been addressed.

17.2 Members need to consider whether the proposal is acceptable in terms of aviation safety. It is officer advice that subject to conditions it is acceptable.

18.0 Archaeology

18.1 Paragraph 199 of the NPPF states “Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted”.

18.2 Local Plan Policy DM6.7 'Archaeological Heritage' seeks to protect, enhance and promote the borough's archaeological heritage and where appropriate, encourage its interpretation and presentation to the public.

18.3 The Tyne and Wear Archaeology Officer has been consulted. She has advised the site has some archaeological potential and she recommends conditions.

18.4 Members need to consider whether the proposal is acceptable in terms of archaeology. It is officer advice that subject to conditions it is acceptable.

19.0 Planning Obligations and CIL

19.1 Paragraph 54 of NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

19.2 Paragraph 56 of NPPF states that planning obligations must only be sought where they meet all of the following tests;

Necessary to make the development acceptable in planning terms;

Directly related to the development; and

Fairly and reasonably related in scale and kind to the development.

19.3 Local Plan Policy S7.1 'General Infrastructure and Funding' states that new development may be required to contribute to infrastructure provision to meet the impact of new development through the use of planning obligations and other means including the Community Infrastructure Levy (CIL). Planning obligations will be sought where it is not possible to address unacceptable impacts through the use of a condition; and where contributions are fair, reasonable, directly related to the development and necessary to make the application acceptable.

19.4 Local Plan Policy DM7.2 states that the Council is committed to enabling a viable and deliverable sustainable development. If the economic viability of a new development is such that it is not reasonably possible to make payments to fund all or part of the infrastructure required to support it, applicants will need to provide robust evidence of the viability of the proposal to demonstrate this. When determining the contributions required, consideration will be given to the application's overall conformity with the presumption in favour of sustainable development.

19.5 Policy DM7.5 states that the Council will seek applicants of major development proposals to contribute towards the creation of local employment opportunities and support growth in skills through an increase in the overall proportion of local residents in education or training. Applicants are encouraged to agree measures with the Council to achieve this, which could include:

- a. The development or expansion of education facilities to meet any identified shortfall in capacity arising as a result of the development; and/or,
- b. Provision of specific training and/or apprenticeships that:
 - i. Are related to the proposed development; or,
 - ii. Support priorities for improving skills in the advanced engineering, manufacturing and the off-shore, marine and renewables sector where relevant to the development.

19.6 The Council's Supplementary Planning Document Planning Obligations was adopted in March 2018. Planning Obligations are required to ensure that new development appropriately mitigates site specific impacts on the physical, social and economic infrastructure of the borough. The SPD provides guidance on the type and extent of planning obligations that may be required in order to grant planning permission. They must be necessary and used directly to make a development acceptable.

19.7 A planning obligation must be lawful and comply with the three tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010. It must be necessary; directly related to the development; and fairly and reasonably related in scale and kind to the development.

19.8 Contributions have been requested by the Employment and Skills service for apprenticeships or 0.5% of capital cost of the proposed development. The applicant has agreed submitted a Training and Employment Plan which states that the applicant will provide three golf course apprenticeships and three hospitality apprenticeships over a nine year period. The above has been reported to IPB. This can be secured by a condition.

19.9 A CIL payment will be required in respect of this development.

19.20 A condition is recommended in respect of providing two apprenticeship opportunities during the construction phase.

20.0 Local Financial Considerations

20.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to local finance considerations as far as it is material. Section 70(4) of the 1990 Act (as amended) defines a local financial consideration as a grant or other financial assistance that has been, that will or could be provided to a relevant authority by a Minister of the Crown (such as New Homes Bonus payments).

20.2 Economically there would be a benefit in terms of the provision of construction jobs during the build and reconfiguration of the golf course, and jobs associated with maintenance of the golf course and hospitality if the scheme is implemented.

21.0 Conclusion

21.1 Members need to consider whether the principle of the development is acceptable, whether the impact on amenity is acceptable, whether the impact on highway safety and the character of the area is acceptable and whether the impact on biodiversity and landscaping is acceptable.

21.2 It is officer advice that the principle of the development is acceptable, the impact on highway safety is acceptable, the impact on the character and appearance of the area, the impact on biodiversity and landscaping and the impact on amenity is acceptable. The proposal is recommended for approval subject to conditions.

RECOMMENDATION: Application Permitted

Conditions/Reasons

1. The development to which the permission relates shall be carried out in complete accordance with the following approved plans and specifications:
Location and Site Plans 25520 1205 PO1
Proposed Site Plan 25520 1200 P08

General Layout 020/415/01 Rev A
Proposed Ground Floor Plan 25520-1210-PO3
Proposed First Floor Plan 25520-1212-PO1
Proposed Landscape 020/415/03
Proposed Roof Plan 25520-1211-PO1
Proposed Site Sections 25520-1240-PO3
Proposed Elevations 25520-1255-PO2
Drainage Proposal 020/415/05 Rev A
Proposed Contours 1 of 2 020/415/04 Rev A
Proposed Contours 2 of 2 020/415/04 Rev A
Maintenance Shed Elevations 25520 1215 P01
Proposed Machinery Shed Plan 25520-1216-PO1
Driving Range Fencing Plan Proposed
Extract of Site Plan with trees 1202 P01
Mezzanine Plan 25520 1213 P02
Landscape Strategy Plan 1576-2-1 REV C
Planting Strategy East 1576-2-2A REV E
Planting Strategy West 1576-2-2B REV E
Tree Translocation Strategy 1576-2-3D
Culvert detail
Swale Detail
Drainage Ditch Detail
Footpath Construction Detail

Reason: To ensure that the development as carried out does not vary from the approved plans.

2. Standard Time Limit 3 Years FUL MAN02 *

3. No development shall commence until a Construction Method Statement for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall: identify the access to the site for all site operatives (including those delivering materials) and visitors, provide for the parking of vehicles of site operatives and visitors; details of the site compound for the storage of plant (silos etc) and materials used in constructing the development; provide a scheme indicating the route for heavy construction vehicles to and from the site; a turning area within the site for delivery vehicles; dust suppression scheme (such measures shall include mechanical street cleaning, and/or provision of water bowsers, and/or wheel washing and/or road cleaning facilities, and any other wheel cleaning solutions and dust suppressions measures considered appropriate to the size of the development). The scheme must include a site plan illustrating the location of facilities and any alternative locations during all stages of development. The approved statement shall be implemented and complied with during and for the life of the works associated with the development.

Reason: This information is required pre development to ensure that the site set up does not impact on highway safety, pedestrian safety, retained trees (where necessary) and residential amenity having regard to policies DM5.19 and DM7.4 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

4. Wheel Wash

SIT008 *

5. The building and use hereby approved shall only be open for business between the hours of 07:00 to 23:00 Mondays to Thursdays and 7:00 to 01:00 Fridays and Saturdays and 07:00 to 22:00 Sundays.

Reason: To safeguard the occupiers of adjacent properties from undue noise of other associated disturbance having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

6. Restrict Hours No Construction Sun BH HOU004 *

7. Prior to the commencement of the construction of any building above ground level, details of the materials and finishes for the development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: To secure a satisfactory external appearance having regard to policy DM6.1 of the North Tyneside Local Plan.

8. Prior to the commencement of construction works details of pollution control measures to protect the adjacent watercourse during the construction phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: This condition needs to be pre-commencement in order to prevent flood risk in accordance with NPPF.

9. Prior to the commencement of construction works details of the drainage design shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: This condition needs to be pre-commencement in order to prevent flood risk in accordance with NPPF.

10. No development shall take place to any building on the site until plans of the site showing the existing and proposed ground levels and levels of thresholds and floor levels of the proposed buildings has been submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: This needs to be pre-commencement condition to ensure that the work is carried out at suitable levels in relation to adjoining properties and highways, having regard to amenity, access, highway and drainage requirements having regard to policy DM6.1 of the North Tyneside Local Plan (2017).

11. Prior to the commencement of construction works for the car park details of the petrol interceptors for the car parking areas and their maintenance regimes shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In order to prevent flood risk in accordance with NPPF.

12. No development shall commence until 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, specifically to attempt to locate and determine the condition of mine entry 428567-002, and 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. 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 the Local Planning Authority for approval in writing. 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: The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 178 and 179 of the National Planning Policy Framework.

13. The development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Flood Risk and Drainage Assessment" referenced "MD1304/rep/001 Rev E". The drainage scheme shall ensure that foul flows discharge to the combined sewer at manhole 1903 and ensure that surface water discharges to the existing watercourse.

Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

14. Prior to any alterations being undertaken to any watercourse, a watercourse consent form shall be provided to and agreed in writing with the Local Planning Authority.

Reason: In order to prevent flood risk in accordance with NPPF.

15. No groundworks or development shall commence until a programme of archaeological fieldwork (to include evaluation and where appropriate mitigation excavation) has been completed. This shall be carried out in accordance with a specification provided by the Local Planning Authority.

Reason: The site is located within an area identified as being of potential archaeological interest. The investigation is required pre- commencement in order to ensure that any archaeological remains on the site can be preserved wherever possible and recorded, in accordance with paragraph 199 of the NPPF, Local Plan S6.5 and policies DM6.6 and DM6.7.

16. The buildings shall not be occupied/brought into use until the final report of the results of the archaeological fieldwork undertaken in pursuance of condition 8 has been submitted to and approved in writing by the Local Planning Authority.

Reason: The site is located within an area identified as being of potential archaeological interest. The investigation is required to ensure that any archaeological remains on the site can be preserved wherever possible and recorded, in accordance with paragraph 199 of the NPPF, Local Plan S6.5 and policies DM6.6 and DM6.7.

17. The buildings shall not be occupied/brought into use until a report detailing the results of the archaeological fieldwork undertaken has been produced in a form suitable for publication in a suitable and agreed journal and has been submitted to and approved in writing by the Local Planning Authority prior to submission to the editor of the journal.

Reason: The site is located within an area identified in the Local Plan as being of potential archaeological interest and the publication of the results will enhance understanding of and will allow public access to the work undertaken in accordance with paragraph 199 of the NPPF, Local Plan S6.5 and policies DM6.6 and DM6.7.

18. Prior to the use of any crane on site during the construction of the development, a method statement for crane operation shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Newcastle International Airport. Thereafter the development shall only proceed in accordance with the agreed method statement.

Reason: In the interests of aviation safety given the close proximity of the site to the flight path of Newcastle International Airport in accordance with the advice in NPPF.

19. Prior to the commencement of the use of the buildings hereby permitted, a scheme for netting the SUDS until the vegetation is established and details of the drainage times shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Newcastle International Airport. Thereafter the development shall only proceed in accordance with the agreed scheme.

Reason: In the interests of aviation safety given the close proximity of the site to the flight path of Newcastle International Airport in accordance with the advice in NPPF.

20. Any lighting required for the development either permanently or during construction, should be fully cut off so as to minimise light pollution spilling into the atmosphere which could distract pilots on final approach to Newcastle International Airport.

Reason: In the interests of aviation safety given the close proximity of the site to the flight path of Newcastle International Airport in accordance with the advice in NPPF.

21. The management recommendations set out in the Bird Strike Risk Assessment shall be carried out and maintained.

Reason: In the interests of aviation safety given the close proximity of the site to the flight path of Newcastle International Airport in accordance with the advice in NPPF.

22. Any lighting required for the development either permanently or during construction, should be fully cut off so as to minimise light pollution spilling into the atmosphere which could distract pilots on final approach to Newcastle International Airport.

Reason: In the interests of aviation safety given the close proximity of the site to the flight path of Newcastle International Airport in accordance with the advice in NPPF.

23. No part of the development shall be occupied until a scheme for the following off-site highway works has been submitted to and approved by in writing the Local Planning Authority:

- Provision of new accesses

- Closure of existing access & reinstatement to footpath

- Provision of highway safety scheme on the Coast Road southern on-slip road

- Upgrade of footpaths abutting site

- Associated street lighting

- Associated drainage

- Associated road markings

- Associated Traffic Regulation Orders

- Associated street furniture & signage

The works shall be completed to a timescale agreed in writing with the Local Planning Authority and in accordance with the agreed details.

Reason: In the interests of highway safety having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

24. No part of the development shall be occupied until an area has been laid out within the site for vehicles to turn in accordance with the approved drawing and that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off and turn clear of the highway thereby avoiding the need to reverse onto the public highway having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

25. The scheme for parking, and manoeuvring indicated on the approved plans shall be laid out prior to the initial occupation of the development hereby permitted and these areas shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

26. Notwithstanding Condition 1, prior to the development hereby approved being brought into use, details of facilities to be provided for the storage of refuse and recycling shall be submitted to and approved in writing by the Local Planning Authority. The facilities which should also include the provision of wheeled for all waste types shall be provided in accordance with the approved details, prior to the occupation of the building and thereafter permanently retained.

Reason: In order to safeguard the amenities of the area having regard to policies DM6.1 of North Tyneside Local Plan (2017).

27. Prior to the occupation of any building hereby approved a scheme for the provision of secure undercover cycle parking shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, this scheme shall be implemented in accordance with the approved details before development is occupied and shall be permanently retained.

Reasons: In the interests of highway safety and encouraging sustainability having regard to DM7.4 of the North Tyneside Local Plan (2017).

28. New Access Access Before Devel ACC010 *

29. No other part of the development shall begin until visibility splays have been provided on both sides of the access between a point 2.4 metres along the centre line of the access measured from the edge of the carriageway and a point 43 metres along the edge of the carriageway measured from the intersection of the centre line of the access. The area contained within the splays shall thereafter be kept permanently free of any obstruction exceeding 0.6 metres in height above the nearside channel level of the carriageway.

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

30. Turning Areas Before Occ ACC02 *delivery
5 vehicles

31. No part of the development shall be occupied until a car park management strategy for the site has been submitted to and agreed in writing by the Local planning Authority. Thereafter the management of the car park shall be carried out in accordance with the agreed details.

Reason: In the interests of highway safety in accordance with the advice in NPPF.

32. No part of the development shall be occupied until a scheme for the provision of Electric Vehicles (EV) charging points has been submitted to and approved by in writing the Local Planning Authority. Thereafter, this scheme shall be implemented in accordance with the approved details before the development is occupied and retained thereafter.

Reason: In the interests of promoting sustainable transport in accordance with the advice in NPPF.

33. No part of the development shall be occupied until details of a taxi & private hire servicing plan have been submitted to and approved in writing by the local planning authority. This plan shall include details of drop off & pick up points and allocated parking bays as necessary. Thereafter the taxi & private hire servicing plan shall be implemented in accordance with the approved details and retained thereafter.

Reason: In the interests of highway safety in accordance with the advice in NPPF.

34. No part of the development shall be occupied until a servicing & refuse management strategy for the site has been submitted to and agreed in writing by

the Local planning Authority. Thereafter the servicing & management of the refuse shall be carried out in accordance with the agreed details.

Reason: In the interests of highway safety in accordance with the advice in NPPF.

35. Notwithstanding the Framework Travel Plan submitted, the full Travel Plan shall be developed as set out and implemented in accordance with the agreed details.

Reason: To accord with Central Government and Council Policy concerning sustainable transport.

36. No construction of the building above damp proof floor level shall take place until details of the height, position, design and materials of any chimney or extraction vent to be provided in connection with the development have been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: In order to safeguard the amenities of adjoining properties having regard to policy DM5.9 of the North Tyneside Local Plan.

37. No construction of the building above damp proof floor level shall take place until details of any refrigeration plant to be installed in connection with the development have been submitted to and approved in writing by the Local Planning Authority. The plant shall thereafter only be installed in accordance with the approved details and permanently retained as such.

Reason: In order to safeguard the amenities of adjoining properties having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

38. No construction of the building above damp proof floor level shall take place until details of the air ventilation systems have been submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented before the development is first occupied in accordance with the approved details and permanently retained.

Reason: In order to safeguard the amenities of adjoining properties having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

39. Prior to the commencement of the building above damp proof level, details of an odour suppression system for the arrestment of cooking odours shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented before the development or use commences in accordance with the approved details and permanently retained. The applicant shall maintain the odour suppression system as approved in accordance with the details provided by the manufacturer and as agreed in writing with the Local Planning Authority.

Reason: In order to safeguard the amenities of adjoining properties having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

40. Noise No Tannoys Externally Audible NOI002 *

41. A noise scheme must be submitted to and approved in writing by the Local Planning Authority for all plant or equipment installed at the site prior to its installation. The rating level for all plant must not exceed the current background noise levels as provided in noise assessment report reference NT14003 of 50 dB LA90 1 hr daytime and 40 dB LA90 15 min for night time, when assessed in accordance to BS4142 at the front facade of residential properties on West Street. It will be necessary following installation of the plant and equipment that acoustic testing is undertaken to verify compliance with this condition within one month of its installation and submitted for written approval prior to the operation of the plant.

Reason: In order to safeguard the amenities of adjoining properties having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

42. All plant and machinery shall be enclosed with sound insulation materials in accordance with a scheme to be submitted to and agreed by the Local Planning Authority in writing prior to its installation and the plant and machinery shall not be used until the approved soundproofing has been implemented. This scheme will include details of the noise levels expected to be created by the combined use of external plant and equipment to ensure compliance with the noise rating level. The development shall be carried out in accordance with the agreed details.

Reason: In order to safeguard the amenities of adjoining properties having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

43. Deliveries and collections to the premises shall only occur between 07:30 hours and 21:00 hours.

Reason: In order to safeguard the amenities of adjoining properties having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

44. Door and windows in the restaurant and function rooms must be kept closed whenever live or amplified music, in the form of Discos and DJ's, is played at the premises.

Reason: In order to safeguard the amenities of adjoining properties having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

45. A noise management scheme must be submitted to and approved in writing to the Local Planning Authority prior to the commencement of the use of the building that details the measures to be implemented and thereafter retained to minimise noise impacts of events held within the function room and restaurant to ensure all activities and use of the premises is suitably mitigated via sound control measures. The development shall be carried out in accordance with the agreed scheme.

Reason: In order to safeguard the amenities of adjoining properties having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

46. Details of the volume control system must be submitted to and approved in writing to the Local Planning Authority to ensure the background music level for the golf driving bays achieves a level of 78 dB LAeq for each of the speakers at 2m. Following installation of the volume control system acoustic testing shall be undertaken to verify compliance with this condition within one month of its

installation and the results of this shall be submitted to and approved in writing by the Local Planning Authority prior to its operation.

Reason: In order to safeguard the amenities of adjoining properties having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

47. Noise levels from the driving range bays (including both voices and background music) should not exceed background noise levels during both daytime and night-time hours. Compliance noise monitoring shall be carried out within three months following first occupation of the building, during typical operations at the golf driving range. Following the noise monitoring an assessment, in accordance with BS4142, must be submitted, highlighting the requirement for any noise mitigation, for written approval to the Local Planning Authority. Following the implementation of any mitigation measures, compliance monitoring should be repeated and an assessment in accordance with BS4142 must be re-submitted, for written approval to the LPA. If any complaints are received to the Local Authority regarding noise levels at the premises, within 1 month of notification of this by the Local Authority to the operator, a re-assessment of the noise levels shall be undertaken and any further mitigation measures agreed.

Reason: In order to safeguard the amenities of adjoining properties having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

48. An appropriate mechanical ventilation scheme must be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development and thereafter maintained to protect against windows and doors being opened during functions when amplified music is being played. The agreed details shall be implemented in accordance with the approved details prior to the commencement of the use and retained thereafter.

Reason: In order to safeguard the amenities of adjoining properties having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

49. The external seating areas shall only be used between 08:00 to 21:00 hours and the golf driving range bays shall only be used between the hours of 08:00 to 23:00.

Reason: In order to safeguard the amenities of adjoining properties having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

50. Grass cutting activities for the golf greens located adjacent to West Street shall only occur between 07:00-21:00 hours Monday to Saturday and 09:00 - 21:00 hours on Sundays. A plan identifying the areas to be restricted to these times shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason: In order to safeguard the amenities of adjoining properties having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

51. No trees, shrubs or hedges within the site which are shown as being retained on the submitted plans shall be felled, uprooted, wilfully damaged or destroyed, cut back in any way or removed during the development phase other than in accordance with the approved plans or without the prior written consent of the Local Planning Authority. Any trees, shrubs or hedges removed without such

consent, or which die or become severely damaged or seriously diseased within three years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species until the Local Planning Authority gives written consent to any variation.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

52. Prior to any works starting on site, (including demolition and all preparatory work), an Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) in accordance with the recommendations of BS5837:2012 'Trees in relation to design, demolition and construction - Recommendations' shall be submitted to and approved in writing by the Local Planning Authority in order to demonstrate that the proposed works are practical and can be undertaken without adverse impacts on retained trees. The Method Statement is to include the following:

- A fully detailed tree survey in accordance with BS5837:2012; a plan showing trees identified for removal and retention; a schedule of proposed tree works; a detailed assessment of the impact of the development on the trees and any changes in level;

- A scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) the type of protective fencing and signage;

- Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees (including the removal of existing structures and hard standings);

- Details of construction within the RPA including hard surfaces and/or scaffolding that may impact on the retained trees including the installation of temporary ground protection;

- Details of any construction works and methods of installation required within the root protection area as defined by BS5837:2012 which make provision for protection and the long-term retention of the trees, for the location of any (and not limited to) underground services, carriage way positions, parking areas and driveways, drainage, lighting, fence posts, installation of kerb lines or any structures within the root protection area and /or specialist foundations. Such areas are to be constructed using a 'No-dig' specification and to include works being undertaken by hand or suitable method such as an air spade along with any necessary ground treatments to deal with compacted areas of soil. Details shall demonstrate that any trenches or excavation works will not cause damage to the retained trees and /or root systems of the trees No services shall be dug or laid into the ground other than in accordance with the approved details;

- Details of any changes in ground level, including existing and proposed levels and any retaining structures required within the root protection area as defined by BS5837:2012. Thereafter no changes in levels shall be implemented unless wholly in accordance with the approved details or otherwise approved in writing by the Local Planning Authority. and the effect they will have on finished levels and finished heights;

Thereafter all construction and excavation works shall be implemented in accordance with the approved details. Any variation to the approved AMS and TTP should be submitted in writing to the Local Planning Authority for approval.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

53. Prior to the commencement of any site clearance works in connection with the development hereby approved (including demolition/excavation works, tree works, soil moving, hardstandings, temporary access construction and / or widening or any operations involving the use of motorised vehicles or construction machinery, site security fencing, services), the trees within or adjacent to and overhang the site that are to be retained are to be protected by fencing and in the locations in the Tree Protection Plan (TPP). No operational work, site clearance works or the development itself shall commence until the fencing is installed. The protective fence shall remain in place until the works are complete or unless otherwise agreed in writing with the Local Planning Authority. The protective fence is NOT to be repositioned without the approval of the Local Authority.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

54. All works within the RPA of the retained trees that include (but not limited to) kerb installation, fence post installation, lighting and drainage, are to be carried out in complete accordance with the Arboricultural Method Statement, BS 5837:2012 and the National Joint Utilities Group (NJUG) 'Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity To Trees'.

Reason: In the interests of ecology and biodiversity having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

55. Prior to the commencement of development details of the number of protected trees to be removed and their replacement shall be submitted to and approved in writing by the Local Planning Authority. Trees are to be replaced on a one for one basis at a minimum 12-14cm girth unless otherwise agreed with the LPA. If within a period of five years from the date of planting, the tree (or any other tree planted in replacement for it) is removed, uprooted or destroyed or dies, another tree of the same size and species shall be planted at the same place, unless otherwise agreed in writing with the Local Planning Authority.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

56. Prior to the installation of any floodlighting or other form of external lighting, a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. Lighting must be designed to minimise light spill to adjacent boundary features such as woodland, scrub, grassland and hedgerow habitats and should be less than 2 lux in these areas. Hours of lighting associated with the driving range will be restricted to avoid key periods for bat activity (sunset and sunrise) and retaining connected dark corridors for bats species throughout the site. The lighting scheme shall include the following information:

- a statement of frequency of use, and the hours of illumination;

- a site plan showing the area to be lit relative to the surrounding area, indicating parking or access arrangements where appropriate, and highlighting any significant existing or proposed landscape or boundary features;
- details of the number, location and height of the proposed lighting columns or other fixtures;
- the type, number, mounting height and alignment of the luminaires;
- the beam angles and upward waste light ratio for each light;
- an isolux diagram showing the predicted illuminance levels at critical locations on the boundary of the site and where the site abuts residential properties or the public highway to ensure compliance with the institute of lighting engineers Guidance Notes for the reduction of light pollution to prevent light glare and intrusive light for agreed environmental zone ; and
- where necessary, the percentage increase in luminance and the predicted illuminance in the vertical plane (in lux) at key points.

The lighting shall be installed and maintained in accordance with the approved scheme.

Reason: In the interest of visual amenity, highway safety and to ensure that local wildlife populations are protected having regard to policies DM5.19 and DM5.5 of the North Tyneside Local Plan (2017) and the NPPF

57. A Lighting Impact Assessment, including light spill plans, shall be undertaken within the first year of operation on site to monitor light spill from the driving range into adjacent woodland areas and to demonstrate that light spill is below 2 lux in these zones. In addition, a bat transect survey will be undertaken in the first appropriate season following the installation of lighting and operation of the scheme, to assess any impacts of lighting on commuting and foraging routes. The results of these surveys/assessments will be submitted to the LPA for approval and any adverse impacts associated with the lighting will need to be addressed through changes to lighting design or hours of operation.

Reason: In order to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

58. No development or other operations shall commence on site until a detailed levels and contour proposal has been submitted to and approved in writing by the Local Planning Authority. No changes in levels shall be implemented unless wholly in accordance with the approved details or otherwise approved in writing by the Local Planning Authority. Any excavations within the RPA are not acceptable unless approved by the LPA prior to any works being undertaken and are to be undertaken by hand or suitable method such as an air spade.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

59. Within one month from the start on site of any operations such as site excavation works, site clearance (including site strip) for the development, a fully detailed landscape plan shall be submitted to and approved in writing by the Local Planning Authority. The landscape scheme shall include details of :

- The number of existing trees to be translocated and details of their planting

- Details and extent of new native scrub planting and native woodland structure planting (including edge mix, infill planting and hedgerows)
- Details of planting to enhance existing woodland, scrub and hedgerows
- Details of wildflower meadow understorey and grassland creation
- Details of native planting to SuDs features such as attenuation ponds, ditches and swales and the existing watercourse
- Proposed timing of all new tree, shrub and wildflower grassland planting and ground preparation noting the species and sizes for all new plant species
- New standard tree planting including TPO replacement trees, to be a minimum 12-14cm girth.

The landscaping scheme shall be implemented in accordance with the approved details within the first available planting season following the approval of details. All hard and soft landscape works shall be carried out in accordance with the approved details and to a standard in accordance with the relevant recommendations of British Standard 8545:2014. Any trees or plants that, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced with others of species, size and number as originally approved, by the end of the first available planting season thereafter. No development shall take place until a schedule of landscape maintenance for a minimum period of 10 years for formal landscaping and 30 years for ecological landscape mitigation, including details of the arrangements for its implementation, has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved schedule.

Reason: In order to ensure that important features are protected and retained in the interests of amenity and biodiversity, to ensure a satisfactory standard of landscaping and in the interests of aviation safety having regard to policies DM5.5 and DM5.9 of the North Tyneside Local Plan (2017).

60. Prior to the commencement of development a detailed 30 year 'Ecological Management and Monitoring Plan' for the long-term management and monitoring of landscaping and wildlife habitats and species within the application site shall be submitted to and approved in writing by the Local Planning Authority. This plan shall include details of long-term design, management and monitoring objectives, management responsibilities, timescales and maintenance schedules for all newly created and enhanced habitats within the site. Thereafter, these areas shall be managed and maintained in full accordance with these agreed details unless first agreed in writing by the Local Planning Authority. The plan will include the following:-

- Details on the creation, enhancement and management of all habitats identified within the Net Gain Report (Fen 2021) and approved Landscape Plans/Strategies, including enhancements to the existing watercourse.
- Survey and monitoring details for all newly created and enhanced habitats and associated species. Monitoring Reports will be submitted to the LPA for review in years 3, 5 and 10 and 5 yearly thereafter, and will include a Net Gain Assessment update as part of the report. Any changes to habitat management as part of this review will require approval in writing from the LPA. The Plan will be reviewed every 5 years in partnership with the LPA.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

61. Within one month of the commencement of development a detailed ten year 'Management and Maintenance Plan' for the management of formal landscaping (excluding those habitats identified within the 'Ecological Management & Monitoring Plan') within the application site shall be submitted to and approved in writing by the Local Planning Authority. This plan shall include long term design objectives, management responsibilities, timescales and maintenance schedules for all landscaped, grassed or paved areas. Thereafter, these areas shall be managed and maintained in full accordance with these agreed details unless first agreed in writing by the Local Planning Authority.

Reason: In order to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

62. An arboricultural consultant is to be appointed by the developer to advise on the tree management for the site and to undertake regular supervision visits to oversee the agreed tree protection and visit as required to oversee any unexpected works that could affect the trees. The supervision is to be undertaken in accordance with the approved Arboricultural Method Statement. This condition may only be fully discharged on completion of the development subject to satisfactory written evidence of regular monitoring and compliance by the pre-appointed tree specialist during construction.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

63. An Ecological Clerk of Works (ECoW) will be appointed by the developer to undertake a pre-commencement walkover and checking surveys and to advise on habitat and species protection and mitigation for the site. The ECoW will also undertake regular supervision visits to oversee the agreed habitat protection areas and visit as required to oversee any unexpected works that could affect habitats or species on site. The supervision is to be undertaken in accordance with the approved Landscape Ecological Management & Maintenance Plan (LEMMP). This condition may only be fully discharged on completion of the development subject to satisfactory written evidence of regular monitoring and compliance by the pre-appointed ecologist prior to and during construction.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

64. A pre-commencement ecological walkover survey will be undertaken by a suitably qualified ecologist prior to any works commencing on site and the results of this survey submitted to the Local Planning Authority for approval.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

65. Notwithstanding Condition 1, prior to the commencement of the development an amphibian precautionary working method statement shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved statement.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

66. No vegetation removal or building works shall take place during the bird nesting season (March- August inclusive) unless a survey by a suitably qualified ecologist has confirmed the absence of nesting birds immediately prior to works commencing.

Reason: To ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

67. Any excavations left open overnight shall have a means of escape for mammals that may become trapped in the form of a ramp at least 300mm in width and angled no greater than 45°.

Reason: To ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

68. Any areas of dense vegetation, refugia or potential nests for hedgehogs, will be checked and removed under supervision of the Ecological Clerk of Works (ECoW). Brush piles will not be removed between November and February or where temperatures are below 5 degrees Celsius to avoid disturbing hibernating hedgehogs. Provision of hedgehog gaps (13cmx13cm) will be provided within any new fencing within the scheme and details of these, along with details of new habitat creation for hedgehog shall be submitted to and approved in writing by the Local Planning Authority prior to the erection of any fencing and the development of the building above damp proof course level.

Reason: This is to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

69. Trees on site will be checked for squirrel dreys prior to removal. If a squirrel drey is identified, a further survey will be required to confirm use and appropriate mitigation measures implemented as advised by the Ecological Clerk of Works (ECoW).

Reason: To ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

70. Habitat piles will be created within the site for invertebrates and hedgehogs as part of the wider site clearance and under supervision by the Ecological Clerk of Works (ECoW).

Reason: In order to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

71. Notwithstanding Condition 1, prior to the commencement of any part of the development hereby approved above damp proof course level details of 10no. bird boxes (open fronted and hole fronted) to be installed at suitable locations in the development site, including specifications and locations, as well as 2no. swift boxes and 4no. swallow and house martin nest cups to be incorporated onto the new build in suitable locations shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, these agreed details shall be installed prior to the occupation of the dwelling(s) on which they are to be installed and permanently retained.

Reason: To ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

72. An invasive species checking survey will be undertaken as part of the pre-commencement walkover survey. Any areas of invasive species will be fenced off and appropriately treated or removed from site by a specialist contractor. Details of invasive species control will be submitted to the Local Planning Authority for approval prior to development commencing on site.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

73. Notwithstanding Condition 1, prior to the commencement of any part of the development hereby approved above damp proof course level details of 8no. bat boxes to be installed at suitable locations in the development site, including specifications and locations and 2no. bat roosting features to be incorporated into the new build either through the provision of internal bat features (bat slates/panels/tubes), gaps under ridge tiles or gaps into boxed in eaves/behind fascia boarding shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, these agreed details shall be installed prior to the occupation of the dwelling(s) on which they are to be installed and permanently retained.

Reason: To ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

74. The contractor's construction method statement relating to traffic management/site compounds/contractor access must be submitted in writing and approved by the Local Planning Authority and include tree protection measures for the trees to be retained and retention and protection of woodland, scrub and grassland habitat areas. Cabins, storage of plant and materials, and parking are not to be located within the RPA of the retained trees or woodland areas as defined by the Tree Protection Plan and maintained for the duration of the works.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

75. A Construction Environmental Management Plan (CEMP) shall be submitted to the Local Planning Authority for approval prior to development commencing on site. The works shall be undertaken in accordance with the approved CEMP.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology and biodiversity having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

76. Detailed drainage plans, including details of ditches, swales and attenuation ponds must be submitted in writing to the Local Planning Authority for approval within four weeks of works commencing. Details will include profiles, cross sections and planting of SuDs features. Any ditches, swales or attenuation ponds will be designed to provide ecological benefits, including appropriate native planting agreed by the LPA. The development shall be carried out in accordance with the approved details.

Reason: This information is required to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

77. Prior to the commencement of any development, a detailed construction/pollution prevention monitoring plan shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include a timetable for its implementation and detailed pollution prevention measures to ensure that there will be no contamination or pollutants entering nearby watercourses, wetlands or land. Thereafter, the development shall be carried out in accordance with these agreed details.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

78. Details of a 'Watercourse Improvement Plan' for the site shall be submitted to the Local Planning Authority for approval within 4 weeks of works commencing on the development. The Plan will include details of watercourse management and maintenance, reprofiling and native aquatic planting. The watercourse will be maintained and improved in accordance with the approved plan.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

79. Details of a monitoring & maintenance plan for the driving range netting/means of enclosure shall be submitted to and approved in writing by the Local Planning Authority for approval within 4 weeks of works commencing. The driving range netting will be monitored and maintained thereafter in accordance with the approved plan.

Reason: This information is required from the outset to ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

80. Prior to the commencement of the use of the development hereby approved, details of a scheme to provide three golf course apprenticeships and three hospitality apprenticeships over a nine year period shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved scheme.

Reason: To enable the Council to be put forward local eligible unemployed people with a view to securing work and training opportunities to encourage employment in accordance with Policy DM7.5 of the North Tyneside Local Plan (2017) and in order to ensure employment opportunities are provided as a result of the scheme having regard to the Planning Obligations SPD.

Statement under Article 35 of the Town & Country (Development Management Procedure) (England) Order 2015):

The Local Planning Authority worked proactively and positively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirements in Paragraph 38 of the National Planning Policy Framework.

Informatives

Building Regulations Required (I03)

Contact ERH Construct Highway Access (I05)

Contact ERH Path Bridleway Xs Site (I07)

Contact ERH Works to Footway (I08)

No Doors Gates to Project Over Highways (I10)

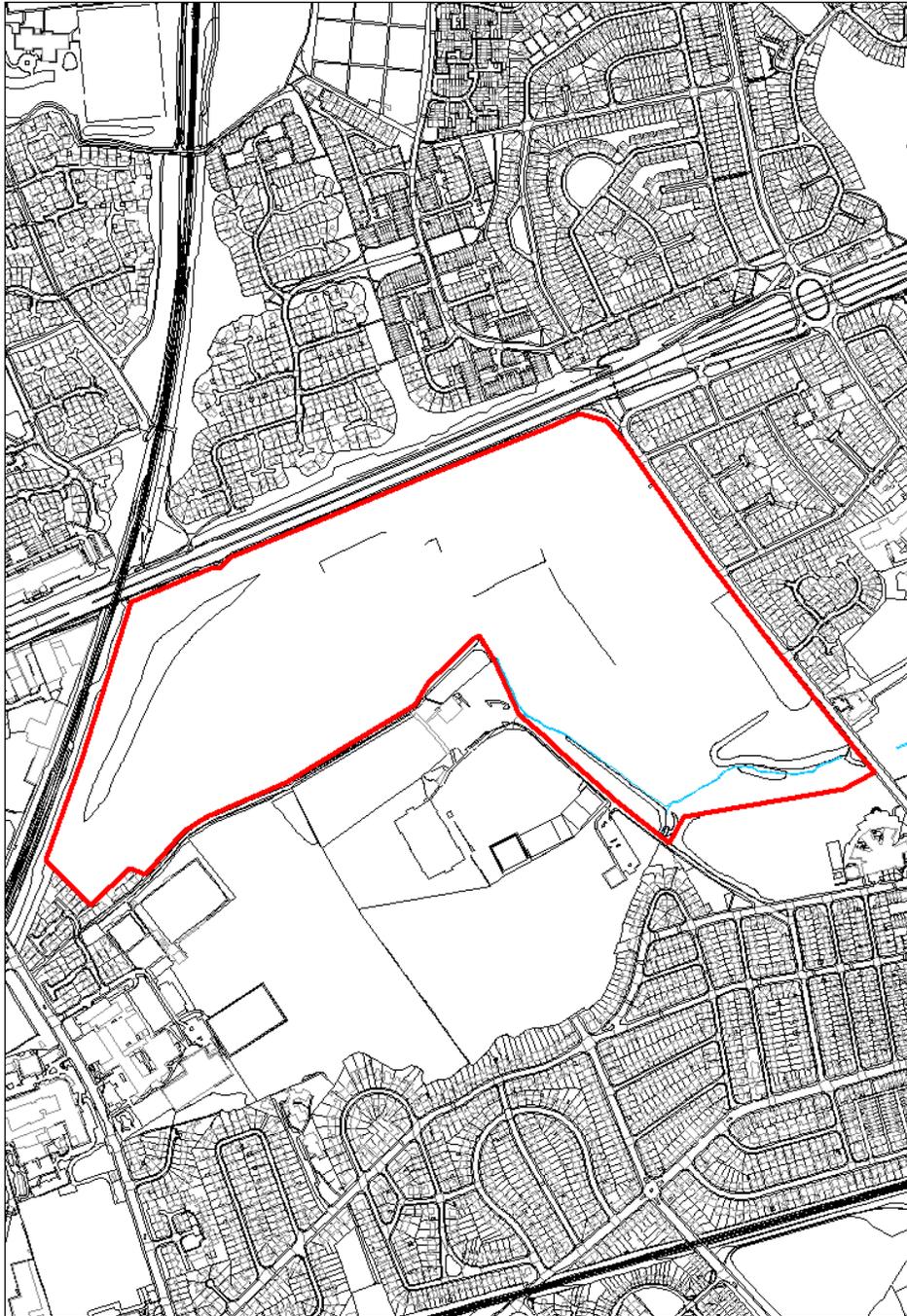
Contact ERH Erect Scaffolding on Rd (I12)

Do Not Obstruct Highway Build Materials (I13)

Highway Inspection before dvlpt (I46)

The site abuts adopted highway, if access to this highway is to be restricted during the works the applicant must contact Highway Network Management Team: streetworks@northtyneside.gov.uk (0191) 643 6131 to obtain a temporary footpath closure.

Free and full access to the Public Right of Way network is always to be maintained. Should it be necessary for the protection of route users to temporarily close or divert an existing route during development, this should be agreed with the council's Public Rights of Way Officer. Prior to the commencement of works and upon the completion of the development the developer shall contact the council's Public Rights of Way Officer to enable a full inspection of the routes affected to be carried out. The developer will be responsible for the reinstatement of any damage to the network arising from the development.



Application reference: 20/01181/FUL

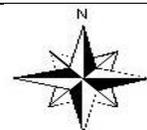
Location: Centurion Park Golf Club, Rheydt Avenue, Wallsend

Proposal: Construction of a driving range with associated parking, including ancillary sports bar/restaurant, pro shop, golf academy, golf club changing facilities, and function rooms, creation of a new vehicular access and reconfiguration of Wallsend Golf Course.

Not to scale

Date: 04.03.2021

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**Appendix 1 – 20/01181/FUL
Item 2**

Consultations/representations

1.0 Internal Consultees

2.0 Highways Network Manager

2.1 The application is a resubmission of an application previously refused by planning committee earlier this year. Whilst the internal layout has changed, the access from West Street is in the same position as the previous application and the secondary service access no longer forms part of the application.

2.2 The site is currently accessed via Rheydt Avenue, a non-adopted road to the south of the course which also serves Wallsend Boys Club & the former Wallsend Sports Centre site. The proposed access is via West Street which provides a more direct access to the A1058 Coast Road.

2.3 A Transport Assessment (TA) was submitted as part of the planning application that looked at the impact of the development on the local highway network and it is considered that in terms of capacity, the impact is not significant given the long established use on the site, however due to additional vehicles accessing the site from the Coast Road & Devonshire Gardens junction, a highway safety scheme is deemed to be appropriate for the Coast Road southern on-slip road.

2.4 A Framework Travel Plan (TP) has also been submitted as part of the application that will be developed when the operator commences operations on site.

2.5 Parking, cycle parking and the internal layout has been provided to meet the needs of the development and for these reasons and on balance conditional approval is recommended.

Recommendation - Conditional Approval

The applicant will be required to enter into an appropriate Legal Agreement for the following works:

Provision of new access

Closure of existing access & reinstatement to footpath

Provision of highway safety scheme on the Coast Road southern on-slip road

Upgrade of footpaths abutting site

Associated street lighting

Associated drainage

Associated road markings

Associated Traffic Regulation Orders

Associated street furniture & signage

Conditions:

ACC11 - New Access: Access prior to Occ

ACC20 - Visibility Splay: Detail, Before Devel (*2.4m by 43m by 0.6m)

ACC25 - Turning Areas: Before Occ

PAR04 - Veh: Parking, Garaging before Occ

REF01 - Refuse Storage: Detail, Provide Before Occ

SIT07 - Construction Method Statement (Major)

SIT08 - Wheel wash

No part of the development shall be occupied until a scheme for the following off-site highway works has been submitted to and approved by in writing the Local Planning Authority:

Provision of new access

Closure of existing access & reinstatement to footpath

Provision of highway safety scheme on the Coast Road southern on-slip road

Upgrade of footpaths abutting site

Associated street lighting

Associated drainage

Associated road markings

Associated Traffic Regulation Orders

Associated street furniture & signage

Thereafter, this scheme shall be implemented in accordance with the approved details before the development is occupied.

No part of the development shall be occupied until a scheme for the provision of secure undercover cycle storage has been submitted to and approved by in writing the Local Planning Authority. Thereafter, this scheme shall be implemented in accordance with the approved details before the development is occupied.

Reason: In the interests of promoting sustainable transport

No part of the development shall be occupied until a car park management strategy for the site has been submitted to and agreed in writing by the Local planning Authority. Thereafter the management of the car park shall be carried out in accordance with the agreed details.

Reason: In the interests of highway safety.

No part of the development shall be occupied until a scheme for the provision of Electric Vehicles (EV) charging points has been submitted to and approved by in writing the Local Planning Authority. Thereafter, this scheme shall be implemented in accordance with the approved details before the development is occupied.

Reason: In the interests of promoting sustainable transport

No part of the development shall be occupied until details of a taxi & private hire servicing plan have been submitted to and approved in writing by the local planning authority. This plan shall include details of drop off & pick up points and allocated parking bays as necessary. Thereafter the taxi & private hire servicing

plan shall be implemented in accordance with the approved details and retained thereafter.

Reason: In the interests of highway safety

No part of the development shall be occupied until a servicing & refuse management strategy for the site has been submitted to and agreed in writing by the Local planning Authority. Thereafter the servicing & management of the refuse shall be carried out in accordance with the agreed details.

Reason: In the interests of highway safety.

Notwithstanding the Framework Travel Plan submitted, the full Travel Plan shall be developed as set out and implemented in accordance with the agreed details.

Reason: To accord with Central Government and Council Policy concerning sustainable transport.

Informatives recommended.

3.0 Local Lead Flood Authority (LLFA)

3.1 I have carried out a review of the surface water drainage proposals for planning application 20/01181/FUL, I can confirm in principle I have no objections to the proposals as the development will be providing attenuation within the site for a 1in100 year rainfall event + 40% increase for climate change. The surface water attenuation within the site will be achieved through the use of suds ponds, swale & underground storage crates. The surface water from the development will be restricted to the equivalent greenfield run-off rates and will discharge into the Wallsend Burn. These proposals will ensure the development does not increase flood risk both on and off site.

3.2 Can you ask the applicant to verify whether the proposed improvements to the Wallsend Burn (upstream from Prince Road culvert) as agreed in previous submissions are still part of the new proposals.

3.3 Officer note: the applicant confirmed these are still proposed and the LLFA has stated that this improvement will help reduce the impact of the development on the watercourse.

3.4 If granted approval I would recommend that the following conditions are placed on the application:

- Detailed drainage design to be provided to LLFA for approval before commencement of works on site.
- Details of the proposed petrol interceptors for the car parking areas and their maintenance regimes.
- Submission of watercourse consent form to be provided to LLFA for approval prior to any alterations within watercourse.
- Details of Pollution control measures to protect adjacent watercourse during construction phase to be provided to LLFA.

4.0 Biodiversity Officer & Landscape Architect

4.1 Introduction: The above development site is part of Wallsend Golf Club and is located south of the A1058 Coast Road with housing to the east, Wallsend Boys

Club, Rheydt Avenue and housing to the south and industrial units and a railway line to the west of the site. The site proposed for development is within the current golf course which contains large areas of semi-mature woodland, scrub and hedgerow planting throughout the site. Large areas of the woodland structure planting to the boundaries of the site are also protected by a Tree Protection Order (TPO). A watercourse also runs through the site along the southern boundary.

4.2 The proposal is to create a new sport and entertainment facility that includes a driving range with associated car parking including bar/restaurant, golf shop, golf academy, changing facilities, new access and reconfiguration of the existing golf course. The creation of a driving range also includes car parking, 35m high nets and associated supporting structures (pylons) around the driving range and the installation of flood lighting. New drainage is to be installed together with a SuDs system that connects into the existing water course. The SuDs system is comprised of attenuation ponds, swales and ditches which will allow drainage to be improved on site. In addition, a number of new footpaths are proposed around the driving range and around areas of the fairways some of which are routed through areas of existing woodland. The facility will operate between 07:00 and 23:00 on weekdays and 07:00 to 01:00 on weekends and will also include music being played between these operating hours.

4.3 Initial pre-application advice was provided as part of a pre-application submitted in 2018. The applicant was advised to design a scheme that minimised any impacts on the semi-mature woodland within the site.

Officer note: the pre-application was provided prior to the previous planning application 19/00833/FUL.

4.6 The entire site is designated as open space and located in a wildlife corridor as defined by the North Tyneside Local Plan which was adopted by North Tyneside Council in 2017 and sets out a number of policies to ensure sustainable development within the borough. The following Local Plan policies, therefore apply:-

- Policy S5.4 Biodiversity and Geodiversity
- Policy DM5.5 Managing Effects on Biodiversity and Geodiversity
- Policy DM5.7 Wildlife Corridors
- Policy DM 5.9 Trees, woodland and hedgerow

4.7 A number of supporting documents have been submitted with the application, including Ecology Surveys, Landscape Planting Strategy, Arboricultural Impact Assessment (AIA), Tree Translocation Strategy, Drainage Strategy, Drainage Ditch and Swale Details, Footpath Details and a Landscape & Ecology Mitigation and Management Plan. In addition to these documents, further information has been provided (January 2021) in response to advice provided by officers. This includes:

- Biodiversity Net Gain Report
- Mitigation Hierarchy Response
- Response to Council Consultation Comments
- Proposed Contours

- Course Re-design Construction Specification
- Robertson Protection Measures During Construction

4.8 Ecology:

4.9 Ecological Surveys have been undertaken on the site and include an ecological appraisal, breeding bird survey, bat transect survey, badger survey and an otter and water vole survey. Surveys recorded a number of urban birds breeding and foraging within the site, low levels of bats foraging and commuting through the site and hedgehog also recorded using the site. A total of 34 bird species were found using the site with 4 BoCC (Birds of Conservation Concern) red list species (starling, mistle thrush, song thrush and herring gull) and 6 BoCC amber list species (dunnock, willow warbler, bullfinch, swift, oystercatcher and mallard). A total of 5 UK S41 Priority Species (NERC Act 2006) were recorded within the site, including herring gull, dunnock, bullfinch, starling and song thrush. The bat transect surveys undertaken within the site showed low levels of foraging and commuting on site with a maximum of 10 bats recorded during the transect surveys and 33 passes during the static survey. Common Pipistrelle bat was the only species recorded.

Additional surveys indicate that the site is sub-optimal for otter and water vole with no signs of these species found along the watercourse. It is also considered unlikely that great crested newt would be present on site. No signs of badger were found on site and reptiles were considered unlikely to use the site due to a lack of connectivity to other suitable reptile sites. No red squirrel dreys were identified on site during the survey, however, the woodland plantation offers suitable habitat for this species.

4.10 Arboricultural Impact Assessment:

4.11 The development will require the loss of approximately 2.11ha of native broadleaf woodland. A Tree Preservation Order (TPO) protects trees located to the boundaries of the Wallsend Golf Course which looks to protect trees which make a significant contribution to their local surroundings or where their loss would have a significant impact on the environment and their enjoyment by the public.

4.12 A tree survey and Arboricultural Impact Assessment has been undertaken that categorises the quality of the trees. Of the 2.11ha of woodland to be lost, 1.80 ha (85%) are category B2 trees, i.e. trees of moderate quality and value, and of a condition that they make a substantial contribution to the site. Only 0.31ha (15%) have been assessed as category C trees, i.e. are considered to be of low quality and value, but of an adequate condition to remain in the short-term.

4.13 The vast majority of trees have been given an estimated contribution value of 40 years plus. This is the estimated length of time that a tree can be retained with an acceptable level of risk and is an indication that the trees are sufficiently structurally sound and could continue to make a safe and useful contribution to its surroundings for many years to come.

4.14 The tree survey information further assesses the trees into sub group. The majority of trees have been given a sub group of 2, which recognises the trees as having 'landscape qualities' i.e. *'Trees present in numbers, usually growing as*

groups or woodlands, such that they attract a higher collective rating than they might as individuals; or trees occurring as collectives but situated so as to make little visual contribution to the wider locality'. Therefore, Category B2 trees have value and are important enough to be considered a constraint to development.

4.15 Of the 2.11ha of trees to be lost, 903m² (4.3%) are trees protected by a TPO and comprises of both category B and C trees. These are G31(B), G32(C-part) G33 (B-part), G35 (B-part), G36 (B-part) G39(C-part) and G40 (C part). Details of the approximate number of protected trees to be removed is not available.

4.16 Scheme Impacts:

The direct impacts associated with this scheme include: -

- The loss of 2.11ha (21,100 sqm) of native broadleaved woodland including trees protected by a preservation order (TPO)
- Small areas of native scrub planting (approx.0.24ha)
- Loss of habitat supporting breeding birds and foraging and commuting bats

The indirect impacts are:-

- Impacts to a designated wildlife corridor as result of habitat loss and associated disturbance including noise (primarily from music), lighting (floodlighting) and 35m high netting and pylons around the driving range
- Potential further impacts on existing woodland/trees resulting from land level changes associated with the proposed 'Contours Plan' and the provision of drainage features and footpaths close to or through these areas.

4.17 By understanding site constraints at an early stage, more sensitive solutions can be achieved that look to retain and protect landscape elements of high landscape and ecological value. This aligns with guidance regarding the mitigation hierarchy. The Chartered Institute of Ecology and Environmental Management (CIEEM) '*Guidelines for Ecological Impact Assessment in the UK and Ireland*' states that a sequential process should be adopted to avoid, mitigate and compensate negative ecological impacts and effects. Negative impacts should always be avoided where possible, avoiding and/or minimising impacts through consideration of potential impacts of a project from the earliest stages.

4.18 In terms of the avoidance of impacts, whilst the applicant has set out a business and commercial justification for the current location of the scheme, the position remains that alternative locations or sites could have been investigated further to demonstrate that alternative options had been considered to avoid any environmental impacts. However, the applicant has minimised woodland loss within the site to 2.11ha by re-orientating and re-designing the scheme and it is acknowledged that by doing this, the larger and more structurally diverse woodland compartments that were originally shown to be removed, will now be retained. With regard to mitigation of impacts, the total loss of woodland planting is 2.11ha (21,100sqm) and it is proposed overall to provide 3.01ha of native structural planting which will include 2.56ha of native woodland planting, 0.45ha of native scrub planting and areas of infill planting. In addition, proposals include tree translocation, areas of wildflower planting, creation of SuDs features, improvements to the existing watercourse and enhancement of 12.57ha of existing woodland to improve its overall condition and biodiversity value. A Net

Gain Report has been submitted at the request of the LPA to evidence net gain in line with Local Plan Policy and this has shown an overall net gain of 0.69%.

4.19 Planning Policy:

North Tyneside Council adopted the Local Plan which sets out a number of policies to ensure sustainable development within the borough and development of this site is guided by the policies referred to above. These should be considered as a material consideration in determining the application. Comments in relation to these policies are set out below:

4.20 Policy DM 5.9 Trees, Woodland and Hedgerows

Where it would not degrade other important habitats the Council will support strategies and proposals that protect and enhance the overall condition and extent of trees, woodland and hedgerows in the Borough, and:

A. The Council will support strategies and proposals that enhance the overall condition and extent of trees and woodland in the Borough, and:

B. Protect and manage existing woodland, trees, hedgerows and landscape features.

C. Where appropriate, secure the implementation of new tree planting and landscaping schemes as a condition of planning permission for new development.

D. Where appropriate, promote and encourage new woodland, tree and hedgerow planting schemes.

4.21 The above policy clearly states the Council will '*Protect and manage existing woodland, trees, hedgerows and landscape features*'. This development will require the loss of approximately 2.11ha broadleaf plantation woodland, some of which, is protected by a Tree Preservation Order (TPO).

4.22 Of the total area of trees to be lost to facilitate the development, 85% are Category B trees. Category B trees particularly if protected by a TPO, have value and are important enough to be considered a constraint to development and could potentially be retained.

4.23 Furthermore, it should not always be assumed that category C trees can automatically be removed due to their low retention value. Category C is usually given to trees where they are considered to be of low quality *but* adequate for retention for a minimum of 10 years expecting new planting to take place. However, many of the category C tree groups have been given a reasonable useful life (in some cases 40+ years). Category C trees should only be removed where it is sensible and reasonable due to other site related factors. In the case of this development, category C trees provide valuable habitat, and contribute to the wider wildlife corridor, therefore, Category C trees have a place in the landscape and can be considered a site constraint.

4.24 The protected trees along West Street provide a locally distinctive unbroken landscape feature and are prominent against the skyline. They make a positive contribution to the local landscape character, provides a setting (i.e. the tree group along West Street is such a size that that can be seen) and plays a role in providing key aesthetic views from various public locations as well as contributing to the wider wildlife corridor. Visual appreciation is a consideration when making

judgements about landscape quality, and the tree groups along West Street provide high visual amenity and landscape value that makes them worthy of protection and retention.

4.25 The trees within the site, whilst have no public visibility are just as valuable. Overall, the physical state of the tree groups within the site is good, they are not in decline and the landscape is visually and functionally intact. The landscape has not experienced any decline in quality, but the proposed development site offers changes that could impact the wildlife corridor and an alteration to character. This woodland has matured over time into a good quality broadleaved woodland which supports a variety of native tree species and canopy heights with associated shrubs and herb layers which make these areas valuable for biodiversity.

4.26 The value of trees to humans, wildlife and the environment is well recognised. Trees are an important feature in urban and rural landscapes and make a significant contribution to the character and quality of our landscape. The woodland also provides valuable habitat for a range of wildlife species including foraging and commuting bats, breeding and foraging birds, small mammals and invertebrates. Dead wood and decaying leaf litter are evident in the woodland and there are visible signs of regeneration and small areas of open glades. These woodland areas are therefore, valuable habitats, supporting wildlife and contributing to the quality and connectivity of the wildlife corridor.

4.27 The importance of retaining and protecting trees in the landscape is now being recognised as playing an important role in absorbing and storing carbon emissions as well as providing screening, filtering traffic noise and absorbing dust and other pollutants. Furthermore, the council has declared a Climate Emergency and is committed to preserving the environment by reducing the council's carbon footprint by 50% by 2027.

4.28 Any tree removal should therefore be carefully considered and is unfortunate that such a large area of woodland will be lost to accommodate the scheme. There is the potential for further tree loss or impacts to trees associated with the contour level changes that are proposed for the fairway re-configuration and the new SuDS areas. In some locations these works will be in close proximity to retained woodland areas. However, detailed planning conditions can be applied to ensure any potential further loss of trees is avoided and mitigation measures are in place.

4.29 The application proposes 3.01 ha of native structure planting and 12.57ha of woodland enhancement to mitigate the impacts of woodland loss

4.30 Policy S5.4 Biodiversity and Geodiversity

The Borough's biodiversity and geodiversity resources will be protected, created, enhanced and managed having regard to their relative significance. Priority will be given to:

b. Achieving the objectives and targets set out in the UK Post-2010 Biodiversity Framework and Local Biodiversity Action Plan;

c. Conserving, enhancing and managing a Borough-wide network of local sites and wildlife corridors, as shown on the Policies Map;

4.31 The Newcastle & North Tyneside BAP lists a number of habitats and species which are of importance both nationally and locally and require action to prevent their loss. Native Woodland is one of the habitats that are listed with a key action to: *“Maintain the current extent of native woodland. Where development may lead to loss of woodland, ensure adequate mitigation or compensation”*. This scheme does not maintain the extent of woodland on site, with the loss of approximately 2.11ha. However, mitigation has been proposed which includes 3.01ha of native structure planting, including native scrub, and small areas of wildflower grassland (0.08ha). In the short term, the proposal of 3.01ha of new woodland planting, the majority of which will consist of juvenile tree planting, will not immediately provide the same ecological and environmental benefits that the current semi-mature woodland provides, however, in the medium to long term, once this planting matures (15-20 years) there will be a net gain in woodland planting. The applicant is also proposing to translocate a number of existing semi-mature trees within the site to ensure that some of the larger and more valuable specimens are not lost. In addition to tree planting, wildflower understorey/ grassland areas will also be created, the existing watercourse will be enhanced with planting and 12.57ha of existing woodland on site will be enhanced (managed) to improve its current condition. The SuDs scheme within the site, if designed and planted correctly, may also provide some biodiversity benefits.

4.32 Whilst the ecological surveys submitted by the applicant show the diversity and numbers of breeding birds and foraging/commuting bats to be relatively low, the surveys demonstrate that these habitats are being used by protected species; urban birds for nesting, foraging and roosting and by bats for foraging and commuting and, therefore, these habitats are of ecological value, particularly within the wildlife corridor.

4.33 The UK Post-2010 Biodiversity Framework (Biodiversity 2020: A Strategy for England’s Wildlife and Ecosystem Services) sets out a strategic plan for biodiversity following the recommendations of the Lawton Report (2011) and the Natural Environment White Paper (2011). The mission for this Strategy is to; *“halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people”*.

4.34 The current proposals to remove 2.11ha of woodland will have an impact on a designated wildlife corridor, through habitat loss and indirect impacts associated with lighting and noise (predominantly music associated with the driving range) in an area that is currently unlit and with no built form. Whilst noise and lighting impact assessments have been submitted and it is acknowledged that light and noise spill into remaining woodland and habitat areas can be controlled to an extent, there will be lighting and noise impacts associated with the driving range itself, an area which is currently unlit and not subject to these levels of disturbance. However, the submitted Lighting Impact Assessment shows that light spill beyond the driving range into valuable areas of woodland habitat, have been minimised to low levels of around 1 lux on average, which are

considered acceptable and should not have an adverse impact on the ability of Common Pipistrelle bats to forage and commute along woodland boundaries. Restriction of hours of lighting (as recommended in the Bat Survey Report submitted by the applicant) to avoid key periods for bat activity (i.e. sunset and sunrise) and retaining connected dark corridors for bats species throughout the site, would also help minimise impacts on commuting and foraging bats.

4.35 In addition, 35m high nets and a supporting framework (pylons) are also proposed to surround the driving range. Information submitted by WYG states that the netting will not impact breeding birds and bats as they will be able to avoid this feature. Whilst this may be the case, the netting creates a barrier within the site that wildlife must avoid. However, the applicant has submitted a document regarding the monitoring of netting to prevent the trapping of wildlife with appropriate action taken if required.

4.36 Policy DM5.5 Managing Effects on Biodiversity and Geodiversity
All development proposals should:

- a. *Protect the biodiversity and geodiversity value of land, protected and priority species and buildings and minimise fragmentation of habitats and wildlife links; and,*
- b. *Maximise opportunities for creation, restoration, enhancement, management and connection of natural habitats; and,*
- c. *Incorporate beneficial biodiversity and geodiversity conservation features providing net gains to biodiversity, unless otherwise shown to be inappropriate*

4.37 Proposals which are likely to significantly affect nationally or locally designated sites, protected species, or priority species and habitats (as identified in the BAP), identified within the most up to date Green Infrastructure Strategy, would only be permitted where:

- d) *The benefits of the development clearly outweigh any direct or indirect adverse impacts on the features of the site and the wider wildlife links;*
- f) *For all adverse impacts of the development appropriate on-site mitigation measures, reinstatement of features, or, as a last resort, off site compensation to enhance or create habitats must form part of the proposals. This must be accompanied by a management plan and monitoring schedule, as agreed by the Council.*

4.38 Net gain is a requirement of the above policy (part c) and paragraph 170 (part d) of NPPF which states '*planning policies and decisions shouldidentify and pursue opportunities for securing measurable net gains for biodiversity*'. Biodiversity Net Gain is an approach to development that leaves biodiversity in a better state than before. It is considered vital in sustaining our society and the economy and improving biodiversity should be considered integral in achieving a fully sustainable development. Guidance from the CIEEM (Chartered Institute of Ecology and Environmental Management) states that net gain involves '*first avoiding and then minimising biodiversity loss as far as possible and achieving measurable net gains that contribute towards local and strategic biodiversity priorities*'.

4.39 This scheme will result in the permanent loss of approximately 2.11ha of plantation woodland. Mitigation has been proposed by the applicant, as shown on planting plans, which includes 3.01ha of new native structure planting and 0.08ha of wildflower grassland. It is also proposed to enhance 12.57ha of retained woodland as well as enhancing sections of the watercourse which run through the site. At the request of the LPA, the applicant has also submitted a Net Gain Report to demonstrate that the mitigation measures submitted to address habitat loss will adequately mitigate and provide net gains in line with Policy DM5.5 and Paragraph 174 of NPPF. The Net Gain Report uses the Biodiversity Metric Calculator (Beta Version 2.0) to input baseline habitat information, habitat losses and habitat creation and enhancements. This has been undertaken using existing ecological survey information and associated technical documents to assess habitat condition. The report documents new habitat creation (native woodland and scrub) in addition to habitat enhancements (retained woodland enhancement) and this results in a net gain of 0.69% in habitat units and 10% net gain in hedgerow units, which demonstrates that the mitigation being provided is in accordance with the above Policy.

4.40 DM5.7 Wildlife Corridors

Development proposals within a wildlife corridor, as shown on the Policies Map, must protect and enhance the quality and connectivity of the wildlife corridor. All new developments are required to take account of and incorporate existing wildlife links into their plans at the design stage. Developments should seek to create new links and habitats to reconnect isolated sites and facilitate species movement

4.41 The entire scheme is within land that is designated as a wildlife corridor as shown on the Policies Map. The most effective way to prevent biodiversity loss is to keep landscapes connected. The introduction of the development within a wildlife corridor where there has been no previous intervention and requires the removal of significant areas of established and protected woodland habitat does not '*protect and enhance the quality and connectivity of the wildlife corridor*'. This is also supported by the information provided in the WYG Breeding Bird Survey report which states that the woodland, hedgerow and scattered trees should be retained within the development site wherever possible, in order to retain the functionality of the North Tyneside Local Plan wildlife corridor (Paragraph 6.3.2 Page 24). It also recommends that woodland should ideally be retained on site due to the time required for these habitats to re-establish and become suitable to support the species currently utilizing this habitat (Paragraph 6.3.1 Page 23).

4.42 Wildlife corridors and the connectivity they provide are important linkages between habitat areas, enabling migration, and re-colonization at a local level. Habitat fragmentation limits species movement, impairing some animals' ability to find food, and shelter. Additional impacts associated with the scheme such as lighting and noise disturbance will be imposed in areas which are not currently subject to these impacts. The development itself, the associated additional hard surfacing and barriers (the driving range will require tall netting and poles to keep golf balls contained within the facility) can lead to fragmented habitats that constrain wildlife movement. The 35m high netting that supports lighting is to be located within the wildlife corridor and positioned against existing woodland habitat that may impact wildlife. In response to this issue, the applicant has

submitted a statement committing to the monitoring of the netting with appropriate actions to be undertaken when required to prevent wildlife harm.

4.43 Noise and artificial lighting within the wildlife corridor, particularly in areas that are currently not subject to these levels of noise and lighting, will have an additional adverse impact on wildlife, the combined effects from noise and lighting generated from the development within a wildlife corridor could potentially continue well into the night time period. The development will generate noise from ancillary plant and car park activity; amplified music during events (which has the potential to continue well into the night time period); car park activity after events and background music from the golf driving bays, so noise generated at whatever level, will be constant. Artificial lighting associated with the building and driving range is anticipated to be used within the pre-curfew period of 07:00-23:00. The applicant has submitted a Lighting Impact Assessment, which shows that light spill from the floodlit driving range into adjacent woodland areas would not exceed 1 lux on average, therefore, common pipistrelle bat foraging and commuting along woodland boundaries of the site should not be adversely impacted. However, the application of a condition to restrict hours of lighting to avoid key periods for bat activity could also help minimise impacts on foraging and commuting bats.

4.44 Whilst there will be impacts within the wildlife corridor associated with the scheme (habitat loss, lighting and noise) the creation of new habitat (woodland, scrub and wildflower grassland) and SuDs features, lighting that is designed to minimise light spill and the delivery of woodland enhancements (12.5ha) and watercourse improvements, should ensure that overall the integrity and functioning of the wildlife corridor is not compromised. Site works associated within root protection areas of retained trees, such as level changes and the creation of footpaths and SuDs features, could also lead to further tree removal. Conditions will, therefore, need to be applied to ensure that appropriate engineering solutions prevent the common problems of tree damage, dieback or removal.

4.45 Conclusion:

It is accepted that developments on a scale such as this are rarely without harm and this application has raised a number of environmental concerns. The application will result in the loss of a large area of established woodland and there will be increased lighting and noise within a wildlife corridor. Potentially a smaller facility in a different location would provide reduced environmental impacts but the applicant has, however, looked to address or minimise the impacts in relation to the current application. Whilst the scheme will result in the loss of 2.11ha (21,100sqm) of semi-mature woodland, the applicant has demonstrated that new native woodland planting and proposed enhancements to the existing woodland, in addition to other measures, will deliver adequate mitigation for this loss and will achieve a net gain (0.68%) across the site, in accordance with the Local Plan policies. Planning conditions will ensure that the scheme can be delivered with minimal harm to the landscape and wildlife and ensure long term biodiversity benefits.

4.46 If the Local Planning Authority are minded to approve the application, the following conditions will need to be attached to the planning application:-

Protection of retained trees/shrubs/hedges
Arboricultural Impact Assessment and Arboricultural Method Statement
Tree Protective Fencing
Implementation of Tree Protection during development
TPO Replacement Tree(s)
Lighting
Lighting Monitoring
Protection of trees in relation to levels survey
Landscape scheme
Landscape Management Plan – 10 year plan
Ecological Management & Monitoring Plan – 30 year plan
Arboricultural supervision
Ecological supervision
Pre-commencement Walkover
Amphibian Method Statement
Bird nesting season
Mammal Protection
Hedgehogs – habitat creation and hedgehog gaps
Squirrels – checking for dreys
Habitat Piles
Bird Boxes
Invasive Species checking survey
Bats
Construction Environmental Management Plan
Construction Management Plan
Drainage
Pollution Control
Netting

5.0 Environmental Health (Pollution)

5.1 The facility will be located adjacent to residential properties on West Street. I have concerns with regard to potential noise arising from the development such as plant noise, customer noise and music affecting the neighbouring residential properties.

5.2 I have viewed the air quality report that has considered potential construction impacts arising from dusts and operational phase potential impacts. It is considered that risks from dust and fine particulates arising from the construction phase can be mitigated through a dust management plan and this can be conditioned. Air quality impacts arising from the operational phase are determined to be negligible and not significant based on the predicted traffic movements associated with the development. Although the site is on the boundary of an NO₂ exceedance area for the A1058 Coast Road; the number of additional trip movements east and west along the Coast Road is considered to be negligible.

5.3 I have viewed the noise assessment report. This has considered noise arising from the golf building including amplified music, external plant and equipment, car park noise and customer noise.

5.4 The noise assessment has taken background noise levels for the area and determined that daytime background noise is in the region of 50 dB LA90 and night time is 40 dB LA90. Noise from external plant and equipment has been assessed in accordance to BS4142 and established that noise levels will not exceed the existing background noise levels for the area. A planning condition will be required to verify that the operational noise levels do not exceed the existing background noise levels.

5.5 I would have concerns about early morning grass cutting operations that can start at 5:00 hours. Although the maintenance building is located to the west of the golf course away from residential properties on West Street and noise from accessing the building during the early morning will be mitigated, I would still have concerns with regard to early morning noise from the cutting activity for those greens closest to West Street. As noise from grass cutting is not anonymous like road traffic noise, which is the dominant noise in the area, I would recommend that this activity is restricted during the early morning period. I would therefore recommend a condition is imposed to require to ensure the greens located adjacent to West Street are cut after 07:00 hours Monday to Saturday and 09:00 hours on Sundays.

5.6 Background music for the golf driving bays has been assessed based on a typical level of 68 dB(A) for each speaker within the bay. The golf driving bays are screened by the building itself and therefore the noise assessment has determined that the amplified music will be inaudible for residents located in West Street.

5.7 The noise assessment for functions has been based on worst case. This was based on noise monitoring of amplified music from a similar function. This has indicated that potential noise arising from the assessment of a similar function would not give rise to noise levels likely to give rise to significant adverse impact for the maximum noise levels generated at the nearest sensitive receptors as the overall noise levels would not exceed the background noise levels.

5.8 Noise arising from functions at the site including customer noise and noise from the car park has been predicted to result in a noise level of around 43dB(A) at the nearest residential properties on West Street, which is below the existing daytime noise levels and 3 dB above the night time background noise level. This would not be considered to result in an adverse impact for nearest receptors. I would therefore recommend a condition to require a noise management plan for controlling noise from customers leaving the venue and use of the car park if the operating hours are to be permitted to 01:00 hours on a Friday and Saturday.

5.9 The use of external balcony and outdoor areas can be controlled via a condition to restrict to no later than 9pm and the golf driving bays to 11pm. This will minimise customer noise late evening.

5.10 No information has been provided on the restaurant/café for odour control from the kitchen areas. The kitchen extraction system should be based upon the DEFRA report "Guidance and Control of Odour and Noise from Commercial Kitchen Exhaust Systems". This information should be provided with the planning application to allow an assessment of odour and noise. Full details on

the proposed extraction system need to be provided to fully determine this application. No system provides 100% removal of odours and this will result in potential odour impacts affecting the nearby residential properties. Information on the maintenance of the extraction system should also be provided. The effectiveness of the extraction system would be dependent upon the type of cooking taking place in the kitchen and the proposed residence time for the air flow.

5.11 A lighting assessment has been provided that has calculated the illumination levels arising from the external lighting at the development. This indicates that the nearest sensitive receptors will not be subject to any increase in lighting levels at the residential facades

If planning consent is to be given I would recommend the following conditions.

EPL01

EPL02

EPL03

EPL04 The applicant shall maintain the odour suppression system as approved in accordance with the details provided by the manufacturer and submitted by the applicant for the purposes of demonstrating compliance with Standard Condition EPL04.

NOI02

A noise scheme must be submitted for all plant or equipment installed at the site. The rating level for all plant must not exceed the current background noise levels as provided in noise assessment report reference NT14003 of 50 dB LA90 1 hr daytime and 40 dB LA90 15 min for night time, when assessed in accordance to BS4142 at the front façade of residential properties on West Street.

It will be necessary following installation of the plant and equipment that acoustic testing is undertaken to verify compliance with this condition within one month of its installation and submitted for written approval prior to the operation of the plant.

NO104

Deliveries and collections to be restricted to between 07:30 hours and 23:00 hours.

Door and windows in the restaurant and function rooms must be kept closed whenever live or amplified music, in the form of Discos and DJ's, is played at the premises.

A noise management scheme must be provided in writing to the Local Planning Authority that details the measures to be implemented and thereafter retained to minimise noise impacts of events held within the function room and restaurant to ensure all activities and use of the premises is suitably mitigated via sound control measures.

External seating areas and balcony areas to be restricted for use to between 08:00 to 21:00 hours.

Golf driving bays to be restricted for use to between 08:00 to 23:00 hours.

Grass cutting activities for the greens located adjacent to West Street to be restricted to 07:00-21:00 hours Monday to Saturday and 09:00 - 21:00 hours on Sundays.

HOU03 to those on application

LIG01 - to be implemented in accordance to the submitted lighting assessment.

REF01

REF02

6.0 Environmental Health (Contamination)

6.1 The reports and Information supplied with the previous application confirm that no gas protection measures are required and no contamination issues have been identified.

7.0 Design Officer

7.1 The development site occupies the north eastern area of the Centurion Park Golf Course. The siting of the proposed building, car park and driving range are well located to minimise the visual impact of the scheme and the impact on the nearby residential area.

7.2 The driving range is aligned with the A1058 Coast Road. Two 3D visual images have been submitted showing the proposal from the Coast Road. These show that some of the lattice towers and nets (up to 35 metres in height) that enclose the driving range can be seen from the Coast Road, however a large part of them are concealed by landscaping. The parts that are visible cause some harm to the character and appearance of the area. The impact, however, is much reduced when compared to the previous application. It is also noted that the design is improved with a tapering down in height of the lattice towers and nets away from the driving bays.

7.3 The entrance to the site on West Street is located where there will be the least impact on existing trees. From the approach to the site along West Street, there is likely to be some views of the new building although this would be mitigated by existing and new landscaping. Computer generated images have been submitted to support this. There is a separate pedestrian access off West Street which involves the removal of a large area of trees. There seems to be a more appropriate point for pedestrian access to the south of the proposed area which would result in fewer trees needing to be removed.

7.4 The building is two storeys with a third storey mezzanine level in parts. Further detailed floor plans are needed to more clearly show the first floor and mezzanine elements of the building. The overall building height reflects a three storey building to the front. Development around the site is generally two storeys. The proposals include new planting that enhances existing tree groups as well as creating new areas of planting which will help the building to sit more comfortably within its setting. New avenue tree planting will also help to create a positive sense of arrival to the new building.

7.5 There have been previous concerns about the size of the building which still remain, however the applicant has said that the size is dictated by the use. The design of the building has been carefully considered in order to help reduce its

scale. For example, single storey elements have been introduced to reduce the visual massing. This has involved recessing first floor sections to create terraces. The recessed first floor elements propose a different cladding arrangement to contrast with the principal elevation. The overall design of the building has a contemporary aesthetic which has been specifically designed for the site and surroundings. Materials have been identified to assist with a sensitive high-quality design although all materials should be conditioned if the application is approved.

7.6 The proposal includes a separate machinery shed located to the south of the site off Rheydt Avenue. This is a simple and functional design which is proposed to be constructed in a dark grey metal cladding and grey brick. The location for the building is considered to be appropriate and will minimise issues of noise and disturbance. Computer generated images have been submitted which show that the machine shed will not be visible from Rheydt Avenue.

7.7 The proposal would result in the removal of trees which contribute towards the character and appearance of the area. These are both within the site and along West Street. The loss of trees will result in a change to the character of parts of West Street and the site will be more visible within the wider area. Replacement planting will take a long time to mature and therefore the size and maturity of new planting should be conditioned. The Landscape Officer and Ecologist will provide further comments on the impact of the loss of landscaping and the suitability of mitigation measures.

7.8 Overall, the revised design in this application addresses many of the previous concerns and the building design and materials seek to achieve a high-quality design. Where concerns remain, such as the view of the lattice towers, the impact has been minimised both through the new location and a reduced height in parts. The outstanding matters which I would like further information/discussion on is:

- First floor and mezzanine plans.
- Location of pedestrian access from West Street.

Officer note: the first floor and mezzanine plans have been submitted.

8.0 Public Rights of Way, Definitive Map & Cycle Network Officer

8.1 West Street is a key corridor cycle link between Coast Road and NCN72 (Segedunum) - the new access point needs to retain priority for pedestrians/cycles. Query whether a contribution could be made to the whole line. Cycle parking within the grounds needs to be in at the main entrance, overlooked and include lighting.

8.2 There is also a Bridleway through the centre of the existing grounds. Will the development merit the resurfacing of the path and a heavy cut along the vegetation plus new signage?

9.0 Representations

9.1 Wallsend Boys Club

9.2 This letter is sent in support of the application.

9.3 The Trustees of Wallsend Boys Club embrace and support any activity that encourages the young people of Newcastle, North Tyneside and the surrounding

area to participate at any level of support. As such, and with particular reference to the proposed Golf Academy that will be part of the development, we support in principle the plans for a Golf Centre at Centurion Park. We feel there will be a great deal of synergy between what the Boys' Club does and the plans of the Golf Centre to attract families and young people to the game.

9.4 It is also a fact that Wallsend has produced several local and respected PGA professionals and we see the development of a dedicated Golf Academy as part of the development as a fantastic opportunity for young people, enabling them to complete, perhaps on a global scale, with youngsters from more privileged backgrounds who may be more familiar with the game.

9.5 Wallsend Golf Club Committee

9.6 Despite our concerns regarding the redesign of the course, we, the committee, are in support of the significant improvements in respect of course drainage and the new clubhouse.

9.7 For many years it has been apparent that improvements were necessary to the clubhouse and the drainage on the course. The course is currently only playable during dry summer months and is often closed during wet winter months. The proposed drainage will ensure the course is playable for much of the year which is vitally important to progress the participation of golf and increase membership.

9.8 Our concerns are related to the re-configuration of the course from an existing 18-hole format to a 12-hole format. However, we appreciate the concept and welcome the easier formats of the game which will allow greater flexibility for new and fringe players.

9.9 The new facilities will also attract younger new participants to golf which will further expand WGC membership, in line with a thriving economy, which is vitally important to the longevity of the club.

9.10

30 letters of support from 30 addresses on the following grounds:

- I support this application
- Look a great scheme
- As a property owner in the NE28 postcode, I have been following the progress of the revised application for Centurion Park and I support the application.
- The new location of the facility will take traffic away from the Western Primary School during peak times making it safer for the children and parents.
- The revised new location of the clubhouse and driving range will no longer tower over West Street residents.
- The continuation of Wallsend's regeneration desperately needs this type of investment.
- Part of my role is to enable community access to sport so this facility would be an asset to North Tyneside as it will help increase participation in sport. I also have family in the area and feel it would be a positive as it will provide jobs for local people.
- The development will bring jobs, both direct and indirect through the supply chain, and investment into Wallsend. There is currently nothing like it in the whole

of the North of England and Wallsend can once again be proud of its facilities and it can revitalise the area bringing in tourists and golfers as a destination in itself.

- Golf is one of the few sports that will be permitted in this era of Covid-19; the developers have obviously listened to and addressed the reasons for the first refusal.

- If this is refused what does the future hold for Centurion Park which plainly needs investment in the infrastructure despite the best efforts of the ground staff who have worked wonders on a limited budget which will only decrease without a surge of new players which the Centre can provide.

- Golf, like many other things, is changing with this new layout allowing people to access the game without having to play the full 18 holes - this will encourage new players, especially younger players and families which must be good for the game.

- The whole of the North East desperately needs investment and this could be a real sector leader about which other leisure operators will take notice and look at the region for their own plans.

- As a current member of Wallsend Golf Club, I cannot wait to see this planned new development take place. North Tyneside has been screaming out for state of the art development like this. It will be great to see a huge investment in the new clubhouse and facilities, I personally cannot wait to be able to play golf all year around.

- This new extension and new planned work make the golf club a lot better, creating jobs and improving the total area around the Wallsend area bringing more golfers and increasing financial income into local shops.

- Unfortunately, the course and buildings are in a sorry state. The improvements offered would potentially generate extra income.

- As the residing PGA professional at Centurion Park I have nothing but support for this development. Golf is a true passion of mine which I wish every person could partake in. This development would open the door to golf for the local community, from young to old, beginner to expert. This would ignite a passion which would positively impact the health and wellbeing of the residents of Wallsend and beyond.

- The golf academy will make centurion park one of the leaders in modern golf technology, giving access to ground breaking golf ball flight analysis. The PGA recommend that this is the most effective teaching tool in current times and access to this technology will actively create a generation of better, more engaged, competent golfers originating from the heart of the North East.

- Golf without a driving range is not an easily accessible sport. At Wallsend we have always had this luxury that has opened the door for many who would never have considered the sport. Our facilities deserve the update that they so desperately need and this opportunity to improve the local area is too valuable to turn down.

- I hope that everyone can see the intrinsic value in this regeneration and will show support for this vital project.

- I believe that this scheme is an exciting proposal which will create a tremendous attraction not available anywhere else in this region. The revised location will be further away from the houses on West St. whose occupants had worries about noise levels & the planners appear to have taken note of these and other objections to the original plan. Surely any proposal of this nature should be

welcomed as a much needed boost to the amenities of Wallsend. Let us be progressive & welcome this

- Great idea for sport in the community.

- North Tyneside should embrace its potential to engage the next generation of golfers (a sport that is in decline and in need of a total refresh) as well attract users not just from within the Borough but regionally.

Moreover, Wallsend Golf Club has been tired, in membership decline and somewhat washed out for several years now, and it is desperately in need of significant investment to ensure the survival of this significant leisure facility. This transformation will redefine the concept of "golf" in the north-east region, will attract new entrants and provide the local authority with new employment opportunities.

- As a long time member of the golf club I feel that if this application is rejected there will cease to be a Wallsend golf club. I cannot believe that the council will turn down such a massive investment for the good of the area.

- Wallsend golf club has been a great part of the community since 1972. Myself and at least 5 other Wallsend juniors have become PGA professionals, all of us being from working class backgrounds. These new facilities will ensure the future of golf in North Tyneside and give scores of young people the opportunity to learn some real life skills and allow thousands of local people to enjoy some world class golf facilities

- I think the redevelopment of Wallsend golf course and driving range is a great idea. As a former member of over 10 years at the club I think it's long overdue, the club has been supported by loyal members for years and they now deserve to be playing at top facilities. It will also have a great impact on the surrounding community with a bigger influx of members and visitors to the course and the range. Finally a club the area can be proud of!

- I am a casual golfer and welcome the forward thinking plans to make different playing options for golf. I struggle to find time to play 18 holes so 12 and 6 appeal to me greatly. I have played a lot more recently due to covid, this type of improvement is urgently needed for the local area. I use driving ranges and the prospect of this new far superior experience sounds amazing.

- The redevelopment would be fantastic for the area. I've personally had lessons/played with the club pro on many occasions who does an exemplary job representing the club and in my opinion would be able to do a better job given the upgrade in facilities proposed

- I think this is a fantastic plan. I live about a mile away from the golf club and have recently got back into golf. I work in the city centre and find it very difficult to find time during the week to play/go to the driving range. I have used the driving range and course a few times but the facilities don't stack up to those further afield. Because of this I am taking lessons elsewhere and usually play elsewhere. A facility like the one proposed, would be a much more attractive option to walk to after work hit some balls or play 6/12/18 holes. This will attract many people like me as well, those that live in and around the city centre and want somewhere quick to get to after work.

- I note a few commenting that the club is busier than ever and doesn't need this. It may well be but these are not normal times and we will return closer to normal. When people once again have more demands on their time, will they still come to Wallsend in its current state?

- I also note concerns about the location of the driving range next to the coast road. These are understandable, however I understand there is to be a fence/net

higher than the one currently on the driving range. I'm sure these concerns can be mitigated

- I fully support the plans for this amazing looking development at Centurion Park in Wallsend.

I have lived in the North East of England all my life and have played golf from the age of 10, playing courses all over Northumberland and Tyne and Wear as part of the junior golf leagues. Golf was a popular sport when i was younger, however the appeal to many people seems to have dwindled, especially the younger generation.

- Having an exciting new development like this in the North East only has positives in my opinion. It will create jobs, a fun exciting place for families to spend some time together as well as helping a sport that has struggled of late.

- Golf provides an excellent form of exercise for all generations which is vitally important, highlighted even more during the current pandemic.

- I think this state of the art development will attract people from all areas due to its unique features and not just the people of Wallsend. It will be a place for children to occupy themselves and to turn their boredom into fun, and potentially, a lifetime hobby.

Wallsend needs a project like this, as does the North East

- What an exciting project for golf and for the area. An amazing facility with huge investment and a commitment to grow our amazing game of golf by making golf accessible to everyone. This will offer something different. Something new and unique and will help pave the way to a new era in golf.

- I understand why some in the golfing community might have some concerns but they needn't have. This facility really will offer something for everyone - while respecting golfing tradition and offering the traditions of club life. Facilities like this will help golf rejuvenate and grow.

- Proposals for Junior Golf are really encouraging too. With impressive plans to develop an amazing Junior programme/pathway/section with strong links to the junior golfing community, with local schools and the local community. There will be support throughout the pathway with a huge emphasis on lifelong participation as well as supporting the development of serious golfers.

- Golf at HotShots Golf Centre really will be for all. Golfers and none golfers alike, for families and friends, for first experience golfers to elite performers and from the young first timers to the lifelong club golfers. I fully support this project with some excitement and anticipation.

- Facilities such as these are hugely beneficial to both golfers and non golfers alike. Not only will this provide jobs to the local community, but also will be an excellent venue for people to practice a hobby they love.

With no other project like this in the area, I'm sure it will be hugely beneficial to all concerned. I know from my position as County PGA Secretary, it will be a facility that will be supporting, as it will be a positive to our association.

- I believe this development would be fantastic for the area. Providing new facilities for junior and adult golfers alike.

- The facilities will bring jobs to local community, and improve sporting facilities, including those for local youth. This facility could provide opportunities for local school children which currently do not exist.

- Excellent news for all concerned and the area as a whole, can only be good even for visitors from outside the area like me.

9.11 45 letters of objection from 23 addresses on the following grounds:

- Adverse effect on wildlife
 - Affect character of conservation area
 - Impact on landscape
 - Loss of/damage to trees
 - Out of keeping with surroundings
 - Inappropriate design
 - Loss of residential amenity
 - Loss of visual amenity
 - Poor traffic/pedestrian safety
 - Nuisance - disturbance
 - Nuisance - dust/dirt
 - Nuisance - fumes
 - Nuisance - noise
 - Within greenbelt/no special circumstance
 - Affect Site of Spec. Scientific Interest
 - Inadequate drainage
 - Inappropriate in special landscape area
 - Loss of privacy
 - Traffic congestion
 - Pollution of watercourse
 - Inappropriate design
 - Visual Intrusion
- This golf course has taken many years to mature into the peaceful oasis it is today. It is in a heavily built up area bounded by, possibly the busiest road in the area, a railway line, a school and housing. It is a valuable amenity especially for older residents to enjoy as it is considered an easier course than many in the area.
- I object to the years of disruption it will take to transform this busy, friendly recreational facility from the wonderful 18-hole course to the 6/12 hole course planned. - In my opinion there is no need to rebuild the clubhouse on green land and replace the existing one with housing which The Council/developers will say was built on "brown" land. Please protect this natural amenity.
- Despite the revisions to the initial application that was refused earlier this year, this development is still not appropriate for a residential area, particularly to be sited so close to homes on West Street.
- The development will result in increased traffic to West Street and through the streets that run between West Street and Station Road, combined with longer opening hours (and much increased noise and lighting) compared to the current club house.
- The existing club house would be more appropriate for development, as it is set further away from homes. However, a development of the scale currently proposed would still be excessive, and more suited to an out of town development.
- Please also note that the developer's leaflet about the proposals, inviting residents to contribute to an online consultation, was only sent to residents in late September. The online consultation closed in July.
- Impact on property from golf balls.
 - Increase traffic
 - Increased noise pollution

- Adverse impact on birds, mammals and amphibians.
- Impact on pollution
- I live on the opposite side of A1058 Coast Road and do not wish to see flood lights from my back window and also do not wish to hear any music from the 3 function rooms. Noise pollution from the Coast Road and railway line is already enough to contend with.
- I also don't understand why the current buildings cannot be regenerated. The car park for 184 cars also seems excessive.
- I have been a member of Wallsend Golf club for over 30 years and I am of the opinion that this proposed development will result in membership reducing drastically. From a golfing perspective I have yet to meet a member who is in favour of the changes to be made to the golf course. To reduce this course to 12 holes would be a travesty, putting the future of the Golf Club in considerable doubt.
- The current driving range runs parallel with the first hole and, dependent on the wind, balls are constantly being hit over the fencing, trees and the public right of way onto the course. How anyone can propose to place a double decker range alongside the main coast to Newcastle road is astounding.
- The application states that 100 full time jobs will be created by this development. I know that Close House which has two golf courses, clubhouse, driving range and accommodation has less than this, some of which are part time.
- The existing site of the clubhouse, range and grass area will be available for development. Surely North Tyneside does not need more housing following building on Station Road and the proposed housing on Rake Lane and Backworth.
- The site is on a lease with " Keep Inns " who after 14 years have totally run down the site with promise made in the past not been fulfilled as current facilities to the effect now only being the driving range is open with no Bar etc facilities. Wallsend golf club had at one stage over 700 members currently just over 300 along with bar and range facilities. The council could easily do this on their own.
- North Tyneside Council have gone to great lengths in the local plan to develop policies to protect our open green spaces.
- I think the proposed application for development is unnecessary and would destroy what is a superb layout for a golf course and replace it with what will be a novelty facility. The recognised uptake in golf as a safe sport during covid19 has resulted in a nationwide surge in golf course memberships which was acknowledged in a recent contact update provided by the manager of the course. This has resulted in many more visitors attending the course again as confirmed by the course manager. The current management have allowed the condition of the course and facilities to deteriorate over many years resulting in membership reduction from 800 at one time to only 200+ now. A better and more cost effective plan would be to greatly improve what is already there and capture the many visitors as future members. Unless it is the intention of the current management to take the bulk of the excess finance available as profits and not to provide the community benefits they claim.
- The destruction of trees which were planted a few years ago under the great north forest scheme would also be a backward step in the current environmental problems. They have taken many years to mature and they provide an outstanding wildlife provision in a quiet area.
- The placement of the driving range parallel to the Coast Road would seem to be

a dangerous design. Having been to many driving ranges in the area I can assure you there will be golf balls landing on this major road which would be catastrophic.

- The result of sending out 700 e-mails to 325 club members and 275 pay & play contacts actually show: 76% are either against the development or not bothered enough to reply, 93.85% are not interested in teaching or bothered enough to reply, 89.57% are not interested about retail or bothered enough to reply, 87.85% are not interested about food/beverage or bothered enough to reply. It is clear this application has failed to gain support from club members or the public in general. A recent article in the local press (chronicle live) failed to receive any comments from the public at all.

- There is also now the uncertainty of how a venue like this would operate and be able to offer, post covid 19.

- I live on the very corner of West Street and have concerns over the traffic flow and congestion on an already very busy and heavily trafficked street. I am worried about the heavy traffic this may cause. I am worried about accessing and exiting my property and have concerns for the safety of my family. I think this will further add strain to the residents of West Street.

- The club house will be very close to the residential properties and I would also worry about noise pollution affecting households and the driving range height being an eyesore to the surrounding area.

- The trees that will be taken down provide shelter from noise and this is also an cause for concern.

- Although I am not against regeneration and the good this can do, unfortunately I think it is to the detriment of the local residents.

- West Street is already busy. Increased traffic to the area will make this road even more dangerous. In addition visitors to the golf course in particular drive very dangerously.

- I find it inconceivable that North Tyneside Council Planning Committee could consider allowing a planning application of this kind to be built parallel to probably the most congested and fastest roads in the Borough the A1058 Coast Road. Cars, Buses, Lorries, Motorbikes travel along the A1058 Coast Road at speeds of up to 70MPH and the thought of a Golfing Driving range be allowed to be built next to it were Golf Balls could potentially hit any one of these vehicles causing that vehicle to swerve into other vehicles or suddenly braking causing other vehicles to crash into the back of them because 1 or more vehicles had been struck by a golf ball giving that or those drivers such a fright this would undoubtedly cause a major accident which could result in the loss of life. Golf Balls from the present Driving range are regularly found on the first fairway of the present golf course hit there from ground level. The first fairway is roughly the same distance away from the present driving range as the A1058 Coast Road will be from the new Proposed driving Range you also have to take into account that from the new proposed driving range you will be 1 story up in the air hitting golf balls again making it easier to hit the road. This is a total life taking disaster waiting to happen that could and will have very serious repercussions for both public safety / loss of life.

- The developers are also claiming this will create more jobs as there will be a big influx of customers using the facility, this greater influx of people will have a dramatic effect on the vehicles using West Street both in noise and pollution for residents.

- There is also the safety aspect for any children living in the area both from the

increase in traffic but the effect the extra traffic will have on their health from the added pollution.

- Noise tests in the latest application have once again been conducted with the current trees in situ. There will be a removal and thinning again to the treeline on West Street, once more residents are expected to accept these questionable noise level results.

- It seems strange that the applicant states that the mature tree belt bordering the northern boundary of the golf course will remain to prevent noise breakout.

So how will the removal of the treeline on West Street not result in a noise breakout? Could it be that the treeline running along the Coast Road is to be left untouched as a buffer from the traffic noise for the users of the driving range venue?

- It is claimed the residents living closest to the venue on West Street will not hear any noise from the driving bays but according to Wardell Armstrong here are no specific details given of the driving range bays background music system. How loud will the music levels need to be turned up for patrons in the driving bays to hear over the Coast Road traffic? And what would the effect of the raised levels be then for those residents on nearby West Street?

- Do we really need a new flashy 19th hole or what we have just tidied up? We have managed well enough during this time without one. Keep the club on the current site keep the course as it is. The move is not for the good of the club or the community.

- Broken roof tiles, cracked windows, cars dented, a member of the public seriously injured, our front gardens constantly filling up with stray golf balls.

- The course was intentionally and sensibly redesigned several years ago to help eradicate the problem of straying golf balls, so why is this new proposed design returning to a one similar to the original layout? As well as this, plans are to thin and remove some of the treeline, plus remove the current fence and replace it with a 4ft steel railing.

- The applicant invited WYG to Centurion Park to conduct a survey in search of Otters, and Water Vole, and they found a discoloured water course, evidence of pollution, access restricted due to densely overgrown vegetation, water very silty and stagnant, contaminated with a white film and unpleasant odour, slow flow and a dried up pond.

A further look around the neglected clubhouse area and car park would have discovered five-a-side pitches and disused tennis courts being used as a dumping ground, a huge area of bare concrete, the result of the demolition of the large sports hall and changing rooms due to fire damage, a neglected treeline, overgrown state nettles and brambles encroaching the rear of the nearby housing estate. The northern tree-line neglected wooden fence, and wire fence frequently cut to gain access to the golf course. An eyesore of a neglected wire fence and treeline down the length of West Street.

- It is now proposed to encroach on to the course itself and remove a large number of protected trees and grassland, altering the course forever. Club Membership is now less than half of that the owner acquired. Walkerville residents have been upset in the past, and currently, residents on West Street, it now looks like residents north of the Coast Road too.

- Living on the opposite side of the Coast Road to this proposed development I consider it inappropriate in as much as it will cause significant light pollution to the area. We are already subjected to this from the North with the Blue Flames and NUFC facilities.

- I would anticipate residents on West Street will be forced to endure noise disturbance when patrons are leaving functions late at night, and in the early hours, whether by car or on foot.
- West Street is an already busy street, regularly used by commuters and residents gaining access to Wallsend shopping centre. Increased traffic will result in greater risk to children being escorted to the nearby primary school.
- What consideration has been given to safety with regard to mis shot golf balls interfering with vehicular and pedestrian traffic on the adjacent roads. Will the proposed fencing be adequate and are the operators prepared to deal fairly with any compensation claims in the event of damage or injury?
- Given the declining membership of the existing golf club why should there be any uptake in membership of the new and obviously much more expensive facility?

The existing premises and facilities are not being adequately maintained so what guarantee is there that the same situation of neglect will arise with the proposed new development.

- This is an improper use of land as it is open space and a wildlife corridor.
- It is not in the best interests of the Council to facilitate the convenience of existing property holders to move their premises where they find most convenient.
- This is not in the best interests of the people of Wallsend as it focuses on golf and entertainment excluding what was a multi disciplinary sports facility. I notice that Sport England do not endorse this development.
- Loss of amenity - The proposed development includes a 35 metre high fence for 220 metres adjacent to the coast Rd. This will cause a loss of light and shading to the properties North of the coast Rd This impact will be exacerbated in winter when the sun is low in the Sky. Sun path diagram should be submitted to demonstrate the potential impact on sunlight/daylight.
- The 35m high fence will be observable from a great distance and will be an eyesore for people to witness when they approach North Tyneside from Newcastle.
- Threat to wildlife – The 35m high fence is not mentioned in the bird strike assessment. This will lead to the loss of wild birds and bats and will cover an area of 7700sqm. This is in a wildlife corridor. Resting birds will be in trees or ground near this and you get backfires from the vehicles on the Coast Road.
- Risk to human life – impact on stray balls on the Coast Road, visual distraction, impact of the net on air ambulance and police helicopters. Reference to Royal Society for the Prevention of Accident factsheet.
- Fire threat to flora, fauna and human habitation – threat from the facility to the tree lines Coast Road and properties near this.
- Not in accordance with the Local Plan
- Noise
- Previous reasons for refusal are still valid
- Waiving of the Community Infrastructure Levy and breach of state aid rules
- I have been a member of this golf club for many years back in the days when our council ran it, we were promised that it would remain a normal 18 hole course by whoever took the lease on. It will not be a standard 18 hole course. They want to change it into three sections of 6 holes so that players can play 6,12 or 18, I feel this would be very problematic for normal golfers who just want a normal 18 hole standard type golf course. All this course requires is proper drainage and a new club house and therefore no need to fell perfectly good trees.

- This is an out of town development, the sheer size of the development in such close proximity to local housing is beyond comprehension.

- At the last planning meeting, Councillor Trish Brady raised concerns that the junction from the Coast Road to Devonshire Gardens would not be able to cope with the increased traffic. With this I completely agree:

a. The bend at the top of West Street is narrow and blind with parked cars.
b. West Street has been getting steadily busier over the last few years and I have seen traffic speeds being studied a number of times. At the current time it is already difficult to drive on/off the drive at busier times. (We already have a bus stop making it difficult). At peak times the queue northbound to the Coast Road junction tails back, further than the proposed access road. The increased traffic and stopping to give way etc, will make this even more difficult, possibly even dangerous.

c. Three out of seven properties around the proposed new entrance/exit, are blue badge holders, two of which are children, often needing specialist transport.

d. The carpark which will be floodlit, has (probably more than needed) spaces, on top of this is the club house, walkways, and of course the driving range - How changing the direction of the Driving Range is an improvement, I don't understand. Surely bright lights shining down a road with a 70mph speed limit can only be dangerous.

e. Noise pollution is also an issue, clearing the boundary on West Street of the fence and trees, (which at the minute acts as a sound buffer, as the wind carries noise in our direction), would increase the noise from the site. Any sound survey that has been carried out is not fit for purpose. At the last meeting we were told that the windows would be kept shut in the functions rooms when there were functions on. How do they propose to stop people opening the windows?

f. It would take away privacy for the residents, as it would be such a sprawling open development.

- We are also concerned when course maintenance would be carried out. The grass is currently getting cut at 6.30am on weekends, which is totally unacceptable and outside of allowed times.

g. It is claimed there will be 100 jobs made available. How many of these are to staff the function rooms/bars etc? This development seems much more about how much money can be made, rather than for the love of golf and creation of jobs, at a very detrimental cost to local residents.

- The applicant claims to be offering 100 "full time" jobs for this development. Based on 35hrs at NMW for 18-20 year olds (minimum age for age related sales), this would be a weekly wage bill of £22,575. This also does not make any allowances for supervisors/managers wages. Just how much footfall would be needed to cover the wages bill alone? How much noise/disturbance would this create for residents, and how much extra traffic would the roads be expected to carry?

- Impact on parking in the area.

- Impact of construction phase.

- Nothing in this revised planning application, changes point 3 of the "Refusal of Planning Permission" dated 20/03/2020. - "The proposed development would have a detrimental impact on the amenity of residents in terms of noise and disturbance, contrary to Policy DM519 of the North Tyneside local plan 2017.

- All of the proposed development already exists on the site, there is a floodlight driving range, a clubhouse, a pro-shop, a meeting space, a car park the only item missing is an effective maintenance plan. The site needs investment not redevelopment.

- Centurion Park is not a golf club as some literature states, it is the home of Wallsend Golf Club where anyone can enjoy a safe round of golf over 18 individual holes.

The golf course has already lost space due to the inclusion of Kirkley Park is this another method of reducing land occupied for golf?

- Why is Wallsend Golf Club losing playing area land

Wallsend Golf Club was allocated the land to be named Wallsend Golf Course by N.T.C. in the 1970's when Wallsend as a town was thriving, the area was known as Wallsend Sports Centre. Keeping Inns were awarded a lease in 2008 to manage the course but due to various reasons their plans have failed.

The planning application suggests that the area is to be converted into an entertainment centre with the state of art driving range in the middle of an existing respected golf course. Playing off an artificial surface is not the same as playing off a natural surface as most golfers would agree. Wallsend Golf Club deserve the right to retain what was agreed many years ago.

- How will 100 jobs be created when currently staffing levels are much less than this under normal conditions.

Could the current owner explain why the image on his website centurionpark.com clearly shows a roadway cutting through the north east part of the course running from West Street to the area of the current clubhouse?

And will this be part of his next application if/when this one is refused

Is the cost of demolition and removal of the current clubhouse, driving range, tennis court and 5 a side pitches included in the £13 million or added to that?

- Concern about the proposed access road to be cut into the facility at the top of West Street. To place an access road near the junction of Cheshire Gardens/West Street is nothing short of bonkers, peak times on West Street are very hectic, drivers queuing in traffic can and do escape by using Cheshire gardens as a rat run!

- As a motorist who lives north of Wallsend, to reach west Wallsend, I have to drive either down Station Road or West Street. As Station Road has delaying factors, such as School Lollipop person, Pedestrian Crossing, and traffic lights, West Street having none and is one of the quickest streets to keep traffic moving, this is my journey choice for now. If an opening into this venture is to go ahead on West street then surely the road will have to be adjusted to accommodate this?

- Rheydt Avenue is an excellent access road for both the Boys Club and the Golf Club, no residents are disturbed by parking cars, the approaching road is quiet and there are various approach routes, disturbance is not concentrated in one spot and best of all, no traffic hold ups.

- The plans submitted are not in the interests of Wallsend golf club or its members or the local residents.

- West Street is busy and there is a school nearby.

- There is no reason to touch the 18 holes we have now.

- Air pollution .

- Insurance for golf balls affecting Coast Road.

- The list of companies who provided the impartial advice, info, and testing, etc. in the applicants previously failed Big Shots application have since become shareholders of HG & L Newcastle in respect of this current one. Whilst this may or may not be common practice and I am not suggesting anything unethical but I would hope the Council Officers would look more closely at the information being provided by the applicant as it appears they all have a horse in the race now.

- Noted the Planning Officer was recently supplied by J W Planning Ltd with a couple of interesting publications promoting the health benefits of golf by the younger members of society. I hope though, the officer was lucky enough to view this Sunday's BBC Countryfile programme which provided a full hour devoted to their Plant Britain Campaign providing excellent evidence of the importance of our trees for the health benefits of us all. The item on the use of a disused "Pitch and Putt" now being used by Hackney Council for a tree nursery seemed very apt, I thought!

- The best compromise for all parties involved would be for the venue if it should go ahead be built on the area of the current Golf Club. That way Golf Club members keep their current 18 hole course as it is, less concerns for local residents regarding noise and safety etc. The owner still gets his development, he can still teach the young, and still sell his food and drink. The wasteland would be put to use again with little to no damage to the biodiversity and less risk for the Council's asset looking to the future. Would a visitor really decide not to attend the venue because it was built on Rheydt Avenue rather than West Street? No I don't think so either.

- Having checked on some of the people/companies that have carried out inspections or surveys it would appear that the people or companies are not independent, they are mostly shareholders of the company planning this building. This application surely cannot be given any consideration. This information will be shared to residents.

- I object to this planning application as I believe the location of this development will be detrimental to both the local residents and the Golf Course. The local residents will have extra traffic issues to contend with along with added pollution and also the noise/light effect the proposal will have on residents living opposite and close by. I hope the council is ready and prepared for numerous complaints being lodged by residents for noise/light disturbance.

- The proposal will require trees to be removed from the site yet we are now being told that more trees need planting to try and save the environment, so why allow these well-established trees to be removed.

- The golf course that has been in existence on this site since 1973 and over the years has had a large membership (over 800 members per year) the course is well established and to allow this proposal would decimate the character of the course and how golf should be played on an 18 hole course.

- When you go for a game of golf there is no stipulation you have to play the full 18 holes you have the choice to play as many or few holes as you like so why destroy a good Golf Course.

The whole idea of the current management being allowed to redevelop this site for the sole purpose of them lining their pockets with the profits made from beer/food sales and the "white elephant" driving range to the detriment of the Golf Course and Wallsend Golf Club should not be allowed.

- Despite the management offering the chance to play golf you only get that opportunity to play golf for 8-9 months of the year on the course as in the winter as soon as there is a bit of rain the decision is taken to close the course until the

spring so you do not get value for money.

- The current Golf facility has been closed for over 6 months now with no intentions of re-opening as it will be the same management running the new development will the same policy apply to keep that shut to the detriment of golfers.

- Why is it the management say they want to attract golfers to the region/facility but show no sign of doing that with the present facility, by closing the Bar/Lounge with no intentions of re-opening and the course at the first signs of rain what magic trick is going to happen that the new development will be allowed to open and the course will be open

- The present owners of Wallsend Golf Course have had the lease on the course for 12+ years now and over the years they have had the lease they have invested absolutely nothing into the Golf Course or the Clubhouse. The only thing that has been done is any profit, green fees paid and Golf Club subscriptions paid, all this money each year has been salted away from the course and clubhouse to line their own pockets. The current Golf Course is an eye sore, when they prune any trees the branches are left lying around on the ground for eternity never to be picked up, grass cuttings are dumped in the trees and never tidied up, when work is carried out on the greens the rubbish removed from the greens again is dumped in the trees never to be tidied up, all waste bins have been removed from the course so there is rubbish, bottles, cans strewn all over the course.

- The Clubhouse has been shut now since the start of the first lockdown and again the owners are showing no sign of opening the clubhouse up again due to the fact that they have paid off the staff as they do not want to pay the wages and have the clubhouse open again.

- The drainage on the course needs investing in and improving so that the course can remain open in the winter months but as no investment has been done, we are at a stage were you get 1 day of heavy rain and the course is shut for weeks/months, last winter the course was shut for over 3 months and this winter we have already lost over a week and it is anybody's guess as to when it will re-open. As a result of the course closing so much Wallsend Golf Club members do not get 12 months playing membership they only get 8-9 months if they are lucky and the owners refuse to offer any refund as they claim no responsibility even though they have not invested in the drainage.

- The present owners who are part of the new development team have shown over the years that profit/money is the only thing that matters to them and improving either the Golf course or Clubhouse facilities are definitely not on their radar or interest.

- There will be no up-keep and both will go to wreck and ruin very quickly resulting in yet another eye saw for Wallsend.

- Concern about Golf Balls from the new development gong onto the A1058 Coast road possibly causing a major accident or death, nor will they be bothered about light or noise for the local residents.

- This application will have an adverse effect on noise, air pollution because of lot more cars, and disturbance to local residents, especially to myself and direct six neighbours because of where they are planning to put the entrance. As the current situation stands it is difficult to get in and out of driveways because of amount of traffic now, especially at peak periods, it will be even worse.

- Impact on wildlife.

- The Golf course has been closed due to heavy rain ,the driving range has had very little use and i can confirm now the comments made by the golfer in the previous post about the dangers to traffic on the Coast Road are justified.
 - I have just cycled along the footpath next to the current driving range and have counted 16 stray golf balls on the footpath and 1st green. I would expect these are normally picked up by golfers when the course is in use. In the plans for the new development that area would be the Coast Road and though there may be claims the fence will be a little higher it is to be a double storey driving range.
 - Has the owner even thought about how he would be successful in getting insurance cover for this if he has struggled to get it for a little bit of flood water?
 - The developers claim that the location of this new development is key as it will attract more visitors to the driving range/golf course. When the present owners took over the Golf Course from the council there were over 700 golf club members with plenty of daily visitors to both the golf course and driving range as well so the facilities could not be that hard to find.
 - The developers claim that one of the main reasons that they need to relocate the facilities is that the present facilities are in the worst place as they are subject to flooding and they find it difficult to get insurance. If the present facilities are in an area that has terrible drainage and subject to flooding how is it that the golf course is rarely open in the winter due to what are described by the green keeper as saturated course conditions but the driving range that is in the worst possible place has never been shut, is that because there is nothing wrong with the present location of the facilities?
 - The real reason why the owners want to re-locate the facilities is so that the land where the present facilities/car park, the driving range the field next to the driving range and the field where the old cricket pitch/bowling greens are can be sold off for housing thus cutting the rental cost for the Golf Course. If this are floods so badly as the owners claim I pity whoever purchases one of the new houses that will be built on this land.
 - Are we the General public and the local residents being told the truth here or are the real reasons being hidden from the public and the impact of this development on the local residents does not matter and their health and well-being count for nothing compared to selling off more green belt land for housing?
 - This development should be rejected as there is nothing wrong with the land or present location of the facilities and this is where the new development should be built.
- This would have no impact on the local residents, there would be no danger to life from golf balls landing on the A1058 Coast Road, potentially causing death or serious injury to the public.
- There would be no issues with light and or noise as the site is away from housing and all that would be happening is the old facilities would be getting replaced with new facilities. There would also be no impact on the wildlife that live or are attracted to the current golf course or the wildlife corridor.
- How would anyone be able to secure planning permission for building housing in the future when it is so near to the machinery shed which would be creating such excessive noise?
 - As part of this application the Highways Officer has once again stated that because of an increase in traffic accessing the new venue a Highways Safety Scheme is required at the Coast Road southern on-slip road. Responsibility for Traffic Regulation Orders, road markings, street furniture and signage near the site entrance are all required by the applicant so I would assume he is aware of

what he is going to have to pay for. However, as in the first application details have still not been provided for public viewing. Why not?

- This needs to be made available for public comment, the main entrance road is badly placed and the planned main footpath is in an extremely dangerous location for pedestrians crossing West Street so near to the already controversial bend in the road and patrons, residents and road users need to know how this would affect them.

- There also needs to be some clarification on any plans by NTC for house building on the site of the present clubhouse. This statement has come from somewhere has it any truth in it or not?

- It must be noted that the Senior Landscape Architect and the Biodiversity Officer have both suggested that the new venue could be built on the current site of which by the way I am in full agreement. Why not just put a statement on this application stating yes there are future plans to build housing on the site or no there are not.

- The flood damage to the current clubhouse in question happened in 2012 but other than placate his insurer for 2 years it appears that very little if any additional flood defence has been conducted since. The e-mail from Gallagher Insurance actually states it is entirely possible not definite that flood cover will become unavailable. The Flood Warning Information site which he references actually states that it is very unlikely to be reliable for identifying individual properties at risk. Why would a business that claims to have had such a bad experience of flood insurance risk build a machinery shed in the most flooded area on the course?

- Concern over light and noise

- I did not receive a leaflet from the developers

- Lack of investment in current course

- Doubt over number of jobs that the development is claimed to provide

- Danger to life if granted with golf balls landing on the A1058 Coast Road,

- Congestion and pollution as a result of extra traffic on West Street and the junction with the A1058.

- The developer should pay for all new road markings and signs that may be required.

- It is abundantly clear that moving the current facilities to the new proposed site is so that the land can be sold off for re-development.

- What happened to the insurance money from the old Wallsend Sports Centre that burnt down.

- Too close to housing, especially with the operating hours.

- There appears to be a number of conditions of compliance to this application.

The applicant appears to be confident in its design so should agree to another two. If a golf ball should be hit and go over the top of the northern fence and cause any damage or accident on the Coast Road the driving range due to safety issues should be permanently closed down with immediate effect. If a golf ball should be hit and go over the top of the eastern fence and cause any damage or accident on West Street the golf course due to safety issues should be permanently closed down with immediate effect.

- Having read through the Biodiversity Net Gain Assessment supposedly claiming to be High Level, I was surprised and could not help but notice the words assume, assumed, assumption, and likely, are used a lot.

- A number in "Support" have been submitted within 2 days. I assume these are not from residents in the area concerned, and look as if they are objecting to the

objections. Even during lock down the traffic on the street is still very busy, recently resulting in a crash near the proposed entrance. I still cannot understand why the driving range should be moved from its current site, unless the rumours are true that North Tyneside Council is planning on building homes there. I would hope our local councillors would support the voters.

- This is response to "Response to local representations" dated 11/02/21. Query whether the 29 supports are genuine. The last 3 submissions of support have a total of 74 words between them, (and submitted within a couple of days of each other). A lot of the supporters are from outside of the area. If I truly supported something, I would be going into far more detail. I hope this is not a smaller scale version of the issues surrounding the closure of the 5 small Newcastle Bridges.

- This should not be visibly prominent, in a residential area, far too big and not in keeping with the area. Jump360 and InflateSpace, to name two, are on industrial estates, and not visibly prominent, with access off main roads. The last application was refused with one of the reasons relating to noise and disturbance.

- Roads - I can't imagine when the studies on the roads have been carried out. We are in a lockdown which would throw up incorrect information. I have lived in the area for over 15 years, and I expect the traffic has probably increased up to 10-fold in this time. For there to be a true result of a study like this, speeds should not be visible to the drivers. Speeds of 50+ is common on West Street. There was an accident on 20/01/21 just after 11pm, which wrote off at least 3 cars. It is far too much of a fast road to have the entrance at its proposed site, close to bus-stops, junctions, and the blind bend at the top of West Street.

- As the last committee meeting, it was thought to be doubtful that the West Bound Coast Road slip road, could cope with the expected increased traffic, although one of the greatest concerns should be the bend from Devonshire Gardens to West Street. This can't cope now with the road being so narrow, having no parking bays, and parked cars. This is also a bus route, which does cause problems for people accessing/leaving their drives, with traffic the level it is at now, any extra traffic would just exacerbate this.

- Loss of trees - there are CGI images with the application dated 18/11/20. Two, in particular were showing North and South, West Street boundary in Winter. These are not accurate. We are now heading for Spring, and there is a clear view from West Street up through the Golf Course, if anything had been built there, it would be a complete eye-sore, losing any of these trees cannot be considered.

- In a Chronicle article dated 23/11/20 the developer said it had addressed residents' fears by repositioning the development. This is not an improvement for the residents of West Street. Instead of the "gable" end of the building, the whole "entrance/exit/open windows and associated noise would now be on show. No number of trees would block this out.

- The support comments do not have much to say. Do North Tyneside check where these are from and if they are true.

- Additional traffic entering and leaving from all directions.

- Comment regarding access to the website for residents who do not have the internet.

- The lateness of the opening and closing time would cause noise nuisance to nearby residents. Would we have to monitor every incident?

- The facility should be built away from residential homes and main roads.

10.0 One response from a resident of West Street which states that it is a response by West Street Residents to HG+L Ltd/JW Planning Ltd:

10.1 Some West Street residents do not use a computer, are not confident enough to use the Council portal, or are reluctant to give their names publicly and this is the reason a spokesperson was appointed in the previous application and also in this one. Some residents do post their own comments. The objection count would have been many more if each resident had posted individually. There were times these were shared comments and were made collectively in a single post.

10.2 We refer to comment in "full response to local representation from JW Planning Ltd" below:

-Reference by agent to the number of support and objectors. We have yet to find a resident supporting this development. Residents are very suspicious of the source, make up, contents and datelines of the comments showing support. The major reason for not making representations or comments of any sort is well known and is unfortunately apathy. Some residents believe even when they object strongly to something, that there is no point- and a waste of time in objecting to a Council Planning application- where there is money and a bit of open land involved, feel it's pointless it will just get passed anyway. That was proved wrong in the first application with good reason when it was rightfully declined and hopefully, we trust the same decision will be made in this one.

- Traffic: Residents strongly disagree with the Council's Highways Officer that the access layout and position are acceptable and the very reason a highway safety scheme on the Coast Road southern on-slip road is required due to the venue being built is proof of this. This decision has clearly been made as a tabletop exercise and is not accurate. We would invite the Officer to attend during a busy time of the day park near the disabled parking bays opposite the road and footpath entrances then visualise what is proposed and we are confident his decision would then change.

- Danger from golf balls to Coast Road traffic, the applicant may well have been persuaded by sourced data on PGA tour golfers, but we may be talking drink-fuelled groups here. There seem to be two reactions we have found of residents and of those further afield to the driving range being positioned so close to the Coast Road is that of horror or hysterics. We feel the officer is being very brave in his decision to signing this one off. It has been noted that no reference to our objections on the further danger of golf balls being hit onto West Street due to the alterations to the course has been made. There would be no issues of traffic if the facility was built on the current clubhouse site.

- Threat to greenspace and impact on wildlife: the Council has created the plans to protect these green spaces for the good of us all. The applicant's high values of concern he claims he has for our communities and this manipulation of the policies for the use of a few are setting a precedence for other developers to come along in the future with further applications to build on our other protected green spaces. There would be no issues with green space/wildlife if the facility was built on the current clubhouse site.

- Loss of trees: the watercourse was found to have been neglected in a previous assessment, this latest one finds none of the woodlands to be in good condition and a majority as being in a poor condition. We would ask therefore that he not be encouraged by being allowed to plant more that he clearly would have difficulty managing. The latest revised BNG Assessment shows the net-gain in

biodiversity that the proposed development would create is now negligible and not worthy of consideration anyway. It should also be noted that almost 20% of that net gain in biodiversity will take 10-25 years to be established. There would be no issues of tree loss if the facility was built on the current clubhouse site.

- Noise: We believe and have from the onset of the first application consider the issue of the tests that have been conducted with the treeline in place but which is planned to be removed make any sound tests flawed and meaningless. We are concerned the EHO continues not to take this into consideration.

- Current site neglected: The applicant blames the reason for its neglect is the decline in the trend in golf club membership with less of the population including younger people playing golf. Why is there so much oneness being put on scholarships, local schools, groups, and neighbouring Wallsend boys club for a sport that is in decline?

Location: The new venue is incomparable in size to the current clubhouse and because of this could shorten the length of Rheydt Avenue for users arrival considerably, it is not isolated, the area is surrounded on all sides by housing, it would no longer need to be dark, unsafe and off-putting if proper care is taken in its design. H G & L view Parklands Golf Club an established well regarded and similar to Centurion Park after the proposed development and have used it as a basis for survey in the Transport Assessment. Parklands is isolated in the centre of Gosforth Park the nearest housing to the venue is almost 4 times the distance that the nearest housing is away from Centurion Park. The Transport Assessment confirms its users would travel by car from outlying areas to reach the venue. The operator of Parklands must look on enviously at the current location of Centurion Park surrounded by so much housing, transport links, and easy accessibility.

- School: The issue of traffic passing Western Primary School has already been addressed in the earlier application. The Traffic Assessment states additional vehicle trips as a result of the proposed development during the A.M. commuter peak hour are low. This would be the school opening time. In mid-afternoon vehicle trips are substantially less this would be the school closing time. The busiest times for a development of this type would be evenings, weekends, and school holidays, when the school is closed.

Prominence: We do not agree the venue needs to be visually prominent at all, and the example he gives, Parklands, is located in the centre of Gosforth Park confirming this.

We wonder how much is just over-enthusiasm on behalf of the applicants wishes to gain non-golf playing customers. The recent closure of the nearby Dorset Arms and the managers comment "pubs are now a dying trade" proving there is no appetite from local residents for an establishment offering food and drink.

This nationwide decline and deterioration of the current venue are the reasons he has failed to attract non golf playing customers to Centurion Park.

Flooding: The flood risk assessment and drainage strategy have confirmed that the site is free from flooding potential and along with the new drainage system that he assures us would be protecting the machine shed, must surely apply the same to the venue if it was to be built on the current clubhouse site.

The applicant of course would then be in a much better position having no risk of flooding to the new venue and be able to acquire insurance cover at a much more favourable rate.

Supporters of the scheme: As stated above residents are suspicious of the source of the comments of support. However the HG+L/ JW Planning summary of the comments showing support for the scheme could all clearly be accommodated if the venue was built on the current clubhouse site, none are a requirement or show betterment for it being located on West Street. Interestingly none even mention the importance of location at all, so we can take from this that they have no concerns and would be more than happy to get there by accessing the site via Rheydt Avenue.

10.3 We believe a venue like this does have some value but the reasons for it being built on the proposed site are not valid and that this application just like the first should be declined.

10.4 Since the refusal of the first application, it appears many of the parties acquired by the applicant to provide unbiased reports, assessments, etc, have become shareholders in this venture so naturally now have a vested interest in its success. And as one of these parties has stated in one of their reports:

"The quality and reliability of outputs is dependent upon the quality of the inputs"

This is of great concern for all residents of North Tyneside if this is an acceptable and normal procedure in a local planning application.

11.0 One representation

11.1 Whilst fully supporting the project, believe that this can only be positive for North Tyneside and particularly Wallsend for employment, attractive for sports and no negative effect on the local environment. In saying this I have 2 questions to ask.

1) Will there be adequate drainage at the west of the golf course, at present this area tends to be flooded at times, the consequent water running off at times into our rear garden, will suitable drainage be put in to eliminate the risk.

2) Will the maintenance of trees be carried on, as we have had problems in the past, which at present rectified, however problems reoccurring, as outlined in previous correspondence.

12.0 External Consultees

12.1 Sport England

12.2 The proposed development does not fall within either our statutory remit (Statutory Instrument 2015/595), or non-statutory remit (National Planning Policy Guidance (PPG) Par. 003 Ref. ID: 37-003-20140306), therefore Sport England has not provided a detailed response in this case, but would wish to give the following advice to aid the assessment of this application.

General guidance and advice can however be found on our website.

12.3 If the proposal involves the loss of any sports facility then full consideration should be given to whether the proposal meets Par. 97 of National Planning Policy Framework (NPPF), link below, is in accordance with local policies to protect social infrastructure and any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

12.4 If the proposal involves the provision of a new sports facility, then consideration should be given to the recommendations and priorities set out in any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority may have in place. In addition, to ensure they are fit for purpose, such facilities should be designed in accordance with Sport England, or the relevant National Governing Body, design guidance notes:
<http://sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>

12.5 If the proposal involves the provision of additional **housing** (then it will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then new and/or improved sports facilities should be secured and delivered in accordance with any approved local policy for social infrastructure, and priorities set out in any Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

12.6 In line with the Government's NPPF (including Section 8) and PPG (Health and wellbeing section), consideration should also be given to how **any new development**, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing or assessing a proposal. Active Design provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity.

NPPF Section 8: <https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-communities>

PPG Health and wellbeing section: <https://www.gov.uk/guidance/health-and-wellbeing>

Sport England's Active Design Guidance: <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

13.0 Northumbrian Water

13.1 In making our response to the local planning authority Northumbrian Water will assess the impact of the proposed development on our assets and assess the capacity within Northumbrian Water's network to accommodate and treat the anticipated flows arising from the development. We do not offer comment on aspects of planning applications that are outside of our area of control.

13.2 It should also be noted that, following the transfer of private drains and sewers in 2011, there may be assets that are the responsibility of Northumbrian Water that are not yet included on our records. Care should therefore be taken prior and during any construction work with consideration to the presence of sewers on site. Should you require further information, please visit <https://www.nwl.co.uk/services/developers/>

13.3 Having assessed the proposed development against the context outlined above Northumbrian Water have the following comments to make:

13.4 We would have no issues to raise with the above application, provided the application is approved and carried out within strict accordance with the submitted document entitled "Flood Risk and Drainage Assessment" and the appended Drainage Strategy which shows foul connecting to manhole 1903 and surface water connecting to the local watercourse at a restricted rate.

13.5 We would therefore request that the following condition be attached to any planning approval, so that the development is implemented in accordance with this document:

Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Flood Risk and Drainage Assessment" referenced "MD1304/rep/001 Rev E". The drainage scheme shall ensure that foul flows discharge to the combined sewer at manhole 1903 and ensure that surface water discharges to the existing watercourse.

Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

It should be noted that we are not commenting on the quality of the flood risk assessment as a whole or the developers approach to the hierarchy of preference. The council, as the Lead Local Flood Authority, needs to be satisfied that the hierarchy has been fully explored and that the discharge rate and volume is in accordance with their policy.

For information only:

We can inform you that a public sewer crosses the site at the south eastern edge and may be affected by the proposed development. Northumbrian Water do not permit a building over or close to our apparatus. We will work with the developer to establish the exact location of our assets and ensure any necessary diversion, relocation or protection measures required prior to the commencement of the development. We include this informative so that awareness is given to the presence of assets on site.

14.0 Tyne and Wear Archaeology Officer

14.1 I have previously provided advice on a similar application, and this remains valid.

14.2 The site has some archaeological potential, in particular for the remains of West Farm (HER 7945), dating to at least the 19th century, on the northern side of the site, and for remains of earlier periods in the former field of medieval ridge and furrow (HER 17793) to the south of the farm, shown on aerial photos of 1945 (Google Earth). Archaeological trial trenches should be excavated in order to establish the presence or otherwise of archaeological remains (NPPF para 189). If archaeological remains are present then further work may be required to determine their significance.

14.3 The archaeological work can be carried out under condition, as the site is currently partially covered by trees and still in use. The following conditions should be used to secure the archaeological works;

Archaeological Excavation and Recording Condition

15.0 Cycling UK

15.1 We welcome and endorse the comments made by Graeme Clarke, North Tyneside's PROW Officer regarding the need for additional provision for cyclists and walkers.

16.0 The Coal Authority

16.1 The Coal Authority Response: Material Consideration

The Coal Authority previously commented on this planning application in a letter to the LPA dated 09 October 2020. We advised that a updated Phase II Geo-Environmental Site Assessment (ERGO, March 2019) was required to take account revised proposals.

The Coal Authority welcomes the submission of an Addendum Letter Report – Mine Shaft Assessment (ERGO, 12 November 2020) to accompany their planning application.

This report clarifies that mine entry 428567-002 will be located within the proposed driving range but not conjectured to be within close proximity to built development (as shown on the appended Approximate Mine Shaft Location Plan).

As suspect features are now located within the proposed driving range, the report prudently recommends that intrusive site investigations should be undertaken to determine the location and condition of the mine entry. The findings from these investigations should be used to inform an appropriate scheme of treatment and remediation for the mine entry.

In this particular case, as the mine entry is not located within close proximity to built development, the Coal Authority considers it appropriate to recommend conditions for these further works.

The intrusive site investigations should be designed and undertaken by competent persons and should be appropriate to assess the ground conditions on the site in order to establish the coal-mining legacy present and the risks it may pose to the development and inform any mitigation measures that may be necessary.

Please note that Permission is required from the Coal Authority Permit and Licensing Team before undertaking any activity, such as ground investigation and ground works, which may disturb coal property.

Accordingly, the Coal Authority recommends the imposition of the following conditions:

1. *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, specifically to attempt to locate and determine the condition of mine entry 428567-002, 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.

2. *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 the Local Planning Authority for approval in writing. 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.*

The Coal Authority therefore has **no objection** to the proposed development **subject to the imposition of the conditions to secure the above**. *This is our recommendation for condition wording. Whilst we appreciate that you may wish to make some amendment to the choice of words, we would respectfully request that the specific parameters to be satisfied are not altered by any changes that may be made.*

The following statement provides the justification why the Coal Authority considers that a pre-commencement condition is required in this instance: *The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 178 and 179 of the National Planning Policy Framework.*

17.0 Northumbria Police Designing Out Crime Officer

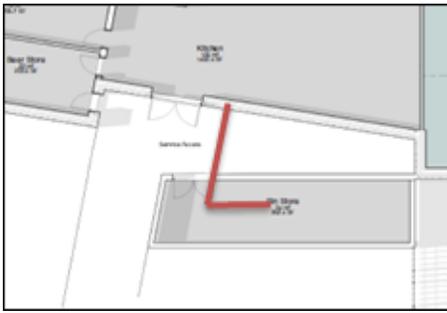
Observations

The Design & Access Statement nor the drawings address the issue of protecting the investment with security.

- Golf Facilities of all sizes throughout the Northumbria Police area are regularly targeted by criminals.
- We often consider that membership facilities are marginally less at risk because they have less footfall and a more motivated and engaged membership providing guardianship.
- The whole raison d'etre for this state of the art development will be to attract greater numbers of people, which increases the possibility of attracting criminal attention and a 399 sqm Golf Pro Shop could well be a very attractive target.

Recommendations

On the Western elevation at the southern end there is provision for a Bin Store that creates a service access area that is largely concealed by the bin store preventing casual surveillance from the car park side of the building. This is somewhat unsatisfactory and I wonder whether consideration might be given to enclosing the space with a lockable gate and fence to the same height as the bin store along the line shown in red in the below extract from drawing 1210-PO2.



- The Western Elevation features a large curtain wall section to the Golf Pro Shop. This elevation should be protected with anti-ram bollards or other suitably placed street furniture to prevent a vehicle being driven into the shop through the glass curtain walling from the car parking area.
- Consideration should be given to installing security fencing, in addition to the ball screening fencing, to deter offenders from attacking the building from the driving range side.
- As a flagship development serious consideration should be given to the building achieving the Secured By Design Commercial Award.

18.0 Newcastle International Airport

I have reviewed the landscape plans, planting mix and bird hazard assessment and management plan, and am satisfied that for this location all of our possible concerns have been addressed. I would be happy to comment on the wording of a condition to ensure the management plan is carried out and adhered to.

19.0 Environment Agency

No comments.