

Application No: 22/01053/FUL Author: Julia Dawson
Date valid: 10 June 2022 ☎: 0191 643 6314
Target: 9 September 2022 Ward: Howdon
decision date:

Application type: full planning application

Location: Football Pitches West Of, St Peters Road, Wallsend, Tyne And Wear

Proposal: The development of a new sports hub at St Peters Playing Field (west) which includes, New sports pavilion / clubhouse / Multi use community space. New 3G AGP (artificial grass pitch) New site fencing, car parking and other ancillary facilities

Applicant: North Tyneside Council, Mr Paul Youlden Block A Killingworth Site Station Road Killingworth Newcastle-upon-Tyne NE12 6QQ

Agent: North Tyneside Council, Sharon Mackay The Killingworth Site Block A Killingworth Newcastle Upon Tyne NE12 6QQ

RECOMMENDATION: Application Permitted

INFORMATION

1.0 Summary Of Key Issues & Conclusions

1.0 Main Issues

The main issues in this case are;

- The principle of the proposed development;
- The impact on the character and appearance of the site and the surrounding area;
- The impact upon residential amenity;
- The impact on the highway; and
- The impact on biodiversity.

1.2 Consultation responses and representations received as result of the publicity given to this application are set out in the appendix to this report.

2.0 Description of the Site

2.1 The site to which the application relates are the football pitches to the west of St Peter's Road and to the south of the Coast Road in Wallsend. Residential dwellings are located beyond the eastern boundary. Beyond the northern boundary, on the opposite side of the Coast Road, is the Lidl supermarket and retail development on Battle Hill Drive and residential dwellings on Bellingham Close. Beyond the western boundary is a dense expanse of established tree planting, beyond which are residential dwellings on Kings Vale. Wallsend Dene

Local Wildlife Site (LWS) lies immediately adjacent to the western boundary of the site. Allotments and a cemetery are located to the south of the site. On the opposite side of St. Peter's Road, to the north of the housing on Ceasar Way and Roman Court, is Battle Hill Playing field, which is occupied by Wallsend Rugby Club. This site is enclosed by 2m high green paladin fencing and gates.

2.2 The application site consists of open space and grass playing field with sports pitches marked on in paint. A prefabricated, flat roofed, green coloured pavilion building, which provides changing rooms and an equipment store facility, is located within the north eastern perimeter of the site and this is enclosed by open green weldmesh style fencing, which is approximately 2m in height. A small car park is located to the south of the pavilion.

2.3 A designated Public Right of Way is located along the western boundary of the application site and an 'informal desire line' is located along the southern boundary.

2.3 The application site is located within an area of designated Open Space and a Wildlife Corridor (Local Plan 2017).

2.0 Description of the Proposed Development

2.1 The proposal relates to the creation of a new sports hub, which will include the following:

- A new single storey sports pavilion to include changing room facilities, function room and office space.
- A new 3G artificial grass pitch (AGP) with flood lighting (8no. 17m high columns) and secure 4.5 m high perimeter fencing.
- New car parking, associated landscaping and 2.5m high perimeter fencing.
- Reconfiguration of football pitches (within the new 2.5m high perimeter fence).

3.0 Relevant Planning History

87/00037/LAREG3 – Demolition of existing changing facilities and replacing with a new building (for the same use) – Approved 17.02.1987

95/01360/LAREG3 - 2 no. extensions to rear of existing 'premier transline' mobile building to form additional changing rooms – Approved 28.02.1996

01/01296/LAREG3 – Outline application for erection of new sports centre including swimming pools, sports hall, fitness, changing, community facilities and associated parking and access. Creation of new playing pitches and bowling green – Approved 30.10.2001

3.2 Battle Hill Playing Fields:

12/00378/LAREG3 - Reconfiguration of 2no. sports pitches for rugby to include the creation of adequate drainage and levelling works to provide a level playing surface – Permitted 20.06.2012

13/01195/FUL - Installation of new perimeter security fencing including new vehicular and pedestrian gate access points – Approved 02.10.2013

4.0 Development Plan

4.1 North Tyneside Local Plan (2017)

5.0 Government Policy

5.1 National Planning Policy Framework (NPPF) (July 2021)

5.2 National Planning Practice Guidance (NPPG) (As amended)

5.3 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

6.0 Main Issues

6.1 The main issues in this case are;

- The principle of the proposed development;
- The impact on the character and appearance of the site and the surrounding area;
- The impact upon residential amenity;
- The impact on the highway; and
- The impact on biodiversity.

7.0 Principle

7.1 The Local Plan (LP) was adopted in July 2017 to guide development in the period up to 2032. The council acknowledges that the policies contained within the LP predate the publication of the revised NPPF. However, it is clear from paragraph 219 of the NPPF that "... existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)." The Council considers that the LP policies set out in this report are consistent with the NPPF and can be afforded significant weight.

7.2 Paragraph 11 of NPPF introduces a presumption in favour of sustainable development, which amongst other matters states that decision takers should approve development proposals that accord with an up-to-date development plan without delay.

7.3 Paragraph 98 of NPPF states that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities and can deliver wider benefits for nature and support efforts to address climate change.

7.4 Paragraph 99 of NPPF states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- b) 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
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

7.5 Sport England's 'Playing Fields Policy and Guidance' states that Sport England will oppose the granting of planning permission for any development which would lead to

the loss of, or would prejudice the use of:

- all or any part of a playing field, or
- land which has been used as a playing field and remains undeveloped, or
- land allocated for use as a playing field unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.

7.6 Strategic Policy S1.4 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.

7.7 Policy DM1.3 of the Local Plan states that 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.

7.8 Policy S5.1 states the Council will seek the protection, enhancement, extension and creation of green infrastructure in appropriate locations within and adjoining the Borough which supports the delivery of North Tyneside's Green Infrastructure Strategy. Where deficiencies in the quality of green infrastructure and in particular types of green infrastructure are identified in relevant up-to-date evidence, improvements will be targeted to those areas accordingly.

7.9 Policy DM5.2 states that the 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 another green space type; or,
- d. The proposed development would be ancillary to use of the green infrastructure and the benefits to green infrastructure would outweigh any loss of open space.

7.10 Where development proposals are considered to meet the exceptional circumstances above, 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.

7.11 Policy DM5.3 states that 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.

7.12 Policy S7.10 states that the Council will ensure that local provision and resources for cultural and community activities are accessible to the neighbourhoods that they serve. Specifically, it advises that opportunities to widen the cultural, sport and recreation offer will be supported, and the quantity and quality of open space, sport and recreation provision throughout the Borough will be maintained and enhanced.

7.13 The Council's Green Space Strategy 2015 (GSS) identifies a range of accessible green spaces including outdoor recreational facilities. The proposed development falls into this category and is identified as an Outdoor Sports Facility of medium value and quality with unlimited access. The GSS's objectives include:

- Playing pitches – The standards for quality, quantity and management set out in the North Tyneside Playing Pitch Strategy 2013-23 (PPS) should be followed.
- A range of outdoor facilities should be available within an appropriate travelling distance for all.

7.14 The Playing Pitch Strategy (PPS) identifies the site as “poor with undulating surface and limited parking” and with dated, but adequate, changing facilities. The PPS recommends that the site should continue to support football use and that opportunities should be taken to improve quality. Management objective (h) of the PPS identifies St Peters Playing Fields as one of a number of important key sites in North Tyneside which need to be high quality in order that they can accommodate a sufficient number of matches per week – ideally to service a range of sports. The creation of key multi-pitch sites is based on importance in a Borough-wide context (i.e. or where they accommodate the majority of play).

7.15 A significant number of objections have been submitted in respect of the need for the proposed development and the loss of accessible green open space for local residents. These concerns are noted.

7.16 The applicant is not required to demonstrate a need for the proposed development. However, it is clear from the objective set out in the Council's Playing Pitch Strategy and comments submitted by a representative of the Football Association that this site is an identified priority project for football in the North Tyneside Local Football Facility Plan, including for the development of a

new full size 3G pitch, new pavilion and improved grass pitches. The proposal would facilitate the relocation of Northumberland FA to the new site and for it to operate and maintain facilities. This increased access to a 3G pitch will help the County FA to deliver a wide range of football activity and outcomes from the site and to sustain, improve and maximise use of the surrounding grass pitches.

7.17 In addition, the proposed 3G pitch is to be delivered through the FA AGP Framework, informed by engagement with Rugby Football Union to meet guidelines for rugby union use.

7.18 The applicant has submitted an Open Space Assessment and a Planning Statement in support of the application. As set out by the applicant within the Open Space Assessment, it is important to note that although the proposed 3G AGP, pavilion, car park and newly laid out pitches will be enclosed by fencing, the formal Local Plan designation of the site as Open Space and the GSS identification of the site as an Outdoor Sports Facility will remain unchanged in that its overall use will remain the same as the existing. The principle of the proposed works is therefore considered to be in accordance with policies S5.1 and DM5.2 of the Local Plan in that the proposed works will be ancillary to use of the green infrastructure and the benefits to green infrastructure would outweigh any loss of open space. The open space in question will accommodate the new 3G AGP and associated pavilion and facilities.

7.19 In addition, the proposed works, which will provide much needed and improved facilities at the application site, are in accordance with the objectives of the Council's Playing Pitch Strategy and with Local Plan Policy S7.10 in that they will enhance the facilities on offer at the site, supporting the opportunity to widen the sport and recreation offer at this location. The perimeter of the entire site (outside of the new fence line) will remain open for recreational use (walkers and dog walkers etc.)

7.20 Sport England have reviewed the proposal and have advised that they consider that it meets exceptions 5, 2 and 3 of Sport England's Playing Field Policy. As such, they have raised no objection to the proposed works, subject to conditions to ensure that the 3G pitch is World Rugby 22 shockpad compliant to secure World Rugby 22 certification, and a community use agreement.

7.21 Members must determine whether the proposed development is acceptable on this site and whether it is in accordance with the relevant local and national policies.

8.0 Character and Appearance

8.1 NPPF states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Development should be visually attractive as a result of good architecture, layout and appropriate and effective landscaping; be sympathetic to the local character and history, including the surrounding built environment and landscape setting; and establish or maintain a strong sense of place.

8.2 Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking

into account any local design guidance and supplementary planning documents such as design guides and codes (NPPF para. 134).

8.3 Para.199 of NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

8.3 Policy DM6.1 of the Local Plan 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 the characteristics of the site, its wider context and the surrounding area.

8.4 The Council's Design Quality SPD states that innovative design and layout will be encouraged, provided that the existing quality and character of the immediate and wider environment are respected and enhanced and local distinctiveness is generated. It also states that all new buildings should be proportioned to have a well-balanced and attractive external appearance. The Design Quality SPD makes it clear that boundary treatments can help to contribute towards the character of an area, improve the public realm and contribute towards natural surveillance and safety.

8.5 The applicant has submitted a Design and Access Statement in which they have described how the overall design concept creates a high-quality facility, achieved through a minimalist approach with the single storey pavilion being sympathetic in the context of the surrounding built environment and housing. The applicant considers the pavilion to be proportionate with an attractive external appearance, which will include a mixed pallet of materials, including traditional brick and render, which is in keeping with the surrounding context. The position of the proposed pavilion building utilises the existing site access and provides ease of access to the 3G pitch, informal pitches/open space and car parking.

8.6 The internal layout of the building will provide open plan accessible accommodation with multi-functionality in terms of how it is used, incorporating a bar, office and meeting space, changing facilities and hospitality/conference space. The building has been orientated to maximise the views over the pitches, including an external seating/viewing area for spectators.

8.7 The Council's Design Officer has been consulted and has noted that the elevations could be improved with some further variety of materials and detailing, including the use of more glazing (in particular taller glazing) to the south west elevation of the pavilion which would maximise views over the sports pitches. The applicant has considered this but has advised that they would prefer to keep the proposed design, which has been agreed by all stakeholders. Revisions to this would have cost implications.

8.8 In response to further comments by the Design Officer, the applicant has advised that roller shutters proposed are concealed Lintel roller shutters, so they

will not have a visual impact on the elevations. The proposed floodlights to the 3G pitch are required to be 17m high to be in accordance with FA requirements: based on the larger sized pitch in order to meet the maintained average illuminance of 200 lux for match play, and a minimum uniformity factor (min/ave) >0.6. The height is required to stretch the light across the pitch width whilst adhering to sporting requirements and the ILP guidance for the control of lighting to not spread beyond the site, highway, ecology and upwards into the night sky. The higher the columns, the more vertically angled they can be to control the lighting and mitigate these concerns. If they are lowered, then the lights are angled up to spread light further afield and worsen these attributes outside of permissible standards and requirements.

8.9 Again, in response to concerns regarding the height of the 3G pitch fence and the perimeter fence, the applicant has advised that these are FA requirements.

8.10. Members need to consider whether the proposed design, including pavilion, 3G pitch, and associated fencing is acceptable and determine whether it would harm the character and appearance of the surrounding area. It is officer advice that, on balance, taking into account the significant benefits of the proposed development, the proposal is acceptable in terms of design, scale; and the relationship with the surrounding area.

9.0 Residential Amenity

9.1 Paragraph 185 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. In doing so they should 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 quality of life.

9.2 The NPPF states that planning should always seek to ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

9.3 Policy S1.4 of the Local Plan states that development proposals should be acceptable in terms of their impact upon local amenity for new or existing residents and businesses, adjoining premises and land uses.

9.4 DM5.19 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. Development that may be sensitive (such as housing, schools and hospitals) to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting development will not be sited near to sensitive areas unless satisfactory mitigation measures can be demonstrated.

9.5 Policy DM6.1 of the Local Plan states that proposals are expected to demonstrate a positive relationship to neighbouring buildings and spaces; a safe

environment that reduces opportunities for crime and antisocial behaviour; and a good standard of amenity for existing and future residents and users of buildings and spaces.

9.6 A Noise Assessment and a Lighting Assessment have been submitted as part of the application.

9.7 Objections have been submitted by local resident with regard to the impact of the proposed development on their residential amenity in terms of disturbance from noise and light pollution, amongst other matters. These concerns are noted.

9.8 The Environmental Health team have been consulted and their comments will be reported to Planning Committee via an addendum.

9.10 Members need to consider whether the impact on the amenity of the occupiers of nearby residential dwellings is acceptable. It is officer advice that the impact on amenity is acceptable subject to advice from the Environmental Health team and the suggested conditions

10. Highway Impact

10.1 NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals. It states that 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.

10.2 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

10.3 Paragraph 111 of NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

10.4 Local Plan Policy DM7.4 New Development and Transport states that the Council and its partners will ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account and seek to promote sustainable travel to minimise environmental impacts and support residents health and well-being.

10.5 The Transport and Highways SPD set out the parking standards for new development.

10.6 A Transport Assessment Statement, Travel Plans, Parking and Highways statement has been submitted as part of the application.

10.7 Vehicular and cycle access will be from the existing access point on St. Peter's Road, which will be utilised and redesigned in accordance with the local

Highways Authority standards. The proposed scheme provides for 54no car parking spaces; 1no. EV space, 5no. disabled spaces and 2no. drop off spaces.

10.8 Objections have been received with regard to the impact of the proposed development on highway safety, both in terms of vehicle users and pedestrians, the access junction onto the Coast Road, increased congestion and insufficient parking provision within the proposed scheme. These objections are noted.

10.9 The Council's Public Rights of Way (PROW) Officer asked a number of questions regarding the existing PROW. In response the applicant has confirmed that the existing PROW along the western boundary of the site will be retained and accessible. The informal desire line along the southern perimeter of the site, which is not a formal PROW, is also to be kept open and free of obstruction. This will ensure that walkers, dog walkers, local residents, will be able to walk around the entire perimeter of the site unobstructed. There will be no impediment to the existing PROW, access road or informal desire line.

10.10 The Highway Network Manager has raised no objections to the proposed development and has recommended conditional approval.

10.11 The Sustainable Transport Team have also commented and raised no objection to the proposed development subject to the attachment of a condition requiring the submission of a Travel Plan.

10.12 Members need to determine whether the proposed development is acceptable in terms of parking provision and the impact on highway safety. It is officer advice that it is.

11.0 Impact on Biodiversity

11.1 An environmental role is one of the three dimensions of sustainable development according to NPPF, which seeks to protect and enhance our natural, built and historic environment by amongst other matters improving biodiversity.

11.2 Paragraph 174 of NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

11.3 Paragraph 180 of NPPF states that when determining planning application that if significant harm to biodiversity cannot be avoided, or as a last resort compensated for, then planning permission should be refused.

11.4 Policy DM5.5 of the Local Plan states that all development proposals should amongst other matters protect biodiversity and minimise the fragmentation of habitats and wildlife links.

11.5 Local Plan Policy DM5.2 relates to proposals which include any loss of any part of the green infrastructure network

11.6 Local Plan Policy DM5.6 states that proposals that are likely to have significant effects on features of internationally designated sites, either alone or in-combination with other plans or projects, will require an appropriate assessment. Proposals that adversely affect a site's integrity can only proceed where there are no alternatives, imperative reasons of overriding interest are proven and the effects are compensated.

11.7 Policy DM5.7 states that development proposals within a wildlife corridor 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.

11.8 Policy DM5.9 supports the protection and management of existing woodland trees, hedgerow and landscape features. It seeks to secure new tree planting and landscaping scheme for new development, and where appropriate, promote and encourage new woodland, tree and hedgerow planting schemes and encouraging native species of local provenance.

11.9 The site currently consists of a large playing field (approx. 6ha) with trees along the southern and eastern boundaries and woodland forming part of the Wallsend Dene LWS along the western boundary. The site is located on land that is designated as open space and within a wildlife corridor. Wallsend Dene Local Wildlife Site (LWS) lies immediately adjacent to the western boundary of the site.

11.10 In support of the application has submitted a Daytime Bat Risk Assessment, Ecology Report, Biodiversity Net Gain Report, Arboricultural Method Statement and Landscaping Strategy.

11.11 A significant number of objections have been submitted by local residents in respect of the impact on the wildlife corridor and trees. The content of these is noted.

11.12 The Northumberland Wildlife Trust (NWT) originally objected to the proposal requesting clarification/additional information on a number of matters. The applicant provided the requested information and the NWT have subsequently advised that they have no objection to the proposed development and are satisfied that, subject to a number of conditions, the proposed landscaping will adequately limit pollutants entering Wallsend Dene LWS with surface run-off, and that it will provide increased habitat for wildlife and have a positive impact on biodiversity on the site.

11.13 The Council's Biodiversity Officer has been consulted and her final comments will be reported to planning committee via an addendum.

12.0 Other Issues

12.1 Flood Risk and Drainage

12.2 NPPF states that when determining applications, local planning authorities should ensure that flood risk is not increased elsewhere and only consider

development appropriate in areas at risk of flooding where informed by a site-specific flood risk assessment following the Sequential Test.

12.2 Policy DM5.12 Development and Flood Risk states that all new development should contribute positively to actively reducing flood risk in line with national policy, through avoidance, reduction, management and mitigation.

12.3 Paragraph 8.51 of the Local Plan advises that whilst increases in flood risk are normally associated with major development proposals, minor developments can cumulatively increase the risks of flooding if left unchecked. The Council will, therefore, encourage small scale proposals to incorporate appropriate sustainable drainage alternatives to offset or minimise the risks of flooding.

12.4 The site falls outside of all Flood Zones and it is not located within a Critical Drainage Area. However, in order for the Local Planning Authority to be able to fully consider the impacts of the proposed development the applicant has provided a Flood Risk Assessment and additional details on field drainage.

12.5 The Council's Local Lead Flood Authority has reviewed the application documents and advised that they have no objections subject to conditions requiring the submission of a detailed drainage design to include further details on the proposed attenuation features (cross section/long section of the storage pond, cross section of the 3G pitch showing sub-surface attenuation, details of the proposed outfall into the Wallsend Dene and the method for controlling the surface water discharge rate from 3G pitch, and details of the of the SuDS maintenance regime and the appointed SuDS management company.

12.6 Northumbrian Water have provided comments and raise no objections subject to the development being carried out subject to a condition that the development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Flood Risk Assessment" dated "19th May 2022".

12.7 Members are advised that the proposed development would have an acceptable impact upon flood risk, subject to the suggested conditions.

12.8 Ground Stability

12.9 Paragraph 184 of NPPF states that where are site is affected by contamination of land stability issues, responsibility for securing safe development rests with the developer and/or landowner.

12.10 Policy DM5.18 'Contaminated and Unstable Land; states that 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.

12.11 The application site is located within a Contaminated Land buffer zone.

12.12 A Geo-Environmental and Ground Investigation Report have been submitted in support of the application.

12.13 The Coal Authority has raised no objection to the development and have recommended that the Coal Authority's Standing Advice should be included within the Decision Notice as an informative note to the applicant in the interests of public health and safety.

12.14 The Contaminated Land Officer has reviewed the submitted report and has raised no objections to the proposed development.

12.15 Members must determine whether the proposed development is acceptable in terms of contamination and ground stability. Officer advice is that the proposal is acceptable in this regard.

12.16 Sustainability

12.17 Section 14 of the NPPF sets out the Government's objectives for the planning system in terms of meeting the challenge of climate change, flooding and coastal change. Para.152 of the NPPF states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure. Paragraphs 153 through to 158 set out measures for the planning system to address the climate change challenge, including the planning of green infrastructure, reduction of greenhouse gas emissions and increasing the use and supply of renewable and low carbon energy and heat. A planning application should be approved if its impact is, or can be made, acceptable.

12.18 Policy DM7.6 of the Local Plan states that proposals for development involving the provision of renewable and/or low carbon technologies, including micro-generation technologies, will be supported and encouraged except where the proposal would have unacceptable adverse effects that are not outweighed by the local and wider environmental, economic, social and other considerations of the development.

12.19 Within the submitted Design and Access Statement the applicant has advised that the building has been designed with a 'fabric first' approach to reduce carbon, this will be achieved through high levels of insulation and Air Source Heat Pumps (ASHP), which will be utilised for the heating and hot water provisions within the property.

12.20 Members need to determine whether the proposed development is acceptable in terms of its provision of renewable and/or low carbon technologies, incorporation of green infrastructure and measures to reduce greenhouse gas emissions in accordance with Policy DM7.6 and the NPPF.

12.21 Archaeological Impact

12.22 The NPPF states that heritage assets are an irreplaceable resource and therefore should be considered in a manner appropriate to its significance.

12.23 Policy DM6.7 states that the Council will seek to protect, enhance and promote the Borough's archaeological heritage and where appropriate, encourage its interpretation and presentation to the public. Developments that may harm archaeological features will require an archaeological desk-based assessment and evaluation report with their planning application. Where archaeological remains survive, whether designated or not, there will be a presumption in favour of their preservation in-situ. The more significant the remains, the greater the presumption will be in favour of this.

12.24 The application site is identified in the Local Plan as being of archaeological interest and the applicant has submitted a Desk Based Archaeological Assessment.

12.25 The Tyne and Wear Archaeology Officer has reviewed the assessment and advised that, on balance, she does not consider that the site has enough archaeological potential to merit further investigation, and the requirements of the NPPF (para 194) have been met. Therefore, no further archaeological investigation is required.

13.0 Local Financial Considerations

13.1 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).

13.2 The proposed development will result in additional jobs created both during the construction period and when the site is operational.

13.3 Members should give appropriate weight to amongst all other material considerations to the benefit of the Council as a result of the monies received from central Government.

14.0 Conclusion

14.1 In conclusion, Members need to consider whether the principle of the proposed development is acceptable, and whether it is acceptable in terms of its impact on surrounding residents, existing land uses, the wildlife corridor, biodiversity, trees and the character and appearance of the area.

14.2 Members need to weigh the benefits of the proposal against the impacts and determine whether or not to grant planning permission.

14.3 It is officer advice, that subject to the outstanding comments from the Biodiversity Officer, and the imposition of appropriate conditions, the proposed development is acceptable.

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:

- Application Form 10.06.22
- Site Location Plan, 100, P1, 04.04.22
- Proposed Floor and Roof Plan, 101, P3, 12.08.22
- Proposed Elevations, 104, P1, 12.08.22
- Proposed Site Plan and Landscape Strategy, 402 , P1, 09.06.22
- Topographical Survey, T01, Rev.A, May 2022
- Proposed Floodlight Elevation, PPF-SSL-XX-ZZ-DR-A-04, 30.06.22
- Car Park Management Plan, Report Ref: 220404-1041 v2
- Biodiversity Net Gain Feasibility Report, 22052, May 2022
- Daytime Bat Risk Assessment, 21190, June 2022
- Ecological Appraisal, 22052, May 2022
- Noise Impact Assessment, 08.04.22 (DACS Ltd)
- LED Lighting to Oversized Pitch, CLS013, 11.01.22 (Woodchurch)
- Transport Statement, 1041-TS, Rev.3, 04.04.22
- Travel Plan, 1041-TP, Rev.3, 04.04.22
- Arboricultural Method Statement, inc. Impact Assessment, ARB/CP/2807,

July 2022

- Flood Risk Assessment Including Surface and Foul Water Drainage Design Strategy, 22-034, 26.07.22

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. Notwithstanding the details submitted, the scheme for the new means of access shall be laid out in accordance with the approved plans. This access shall be laid out prior to occupation and retained thereafter.

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

4. Notwithstanding the details submitted, the scheme for storage of refuse, recycling and garden waste bins shall be laid out in accordance with the approved plans. These storage areas shall not be used for any other purpose and retained thereafter.

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

5. Notwithstanding the details submitted, the scheme for parking shall be laid out in accordance with the approved plans. These parking areas shall not be used for any other purpose and retained thereafter.

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

6. Notwithstanding the details submitted, the scheme for cycle parking shall be laid out in accordance with the approved plans and prior to the occupation. This cycle parking provision shall not be used for any other purpose and retained thereafter.

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

7. No part of the development shall be occupied until a methodology for monitoring parking on the surrounding highways has been submitted to and approved by in writing the Local Planning Authority. This methodology shall include the streets to be monitored, establish of pre-occupation base situation and details of further monitoring post-occupation. The area identified for overspill parking shall be implemented as well as any reasonable off-site mitigation measures if deemed necessary by the Local Highway Authority and at the applicant's expense.

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

8. No part of the development shall be occupied until details of Electric Vehicle (EV) charging provision has been submitted to and approved by in writing the Local Planning Authority. This scheme shall be implemented in accordance with the approved details and retained thereafter.

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

9. No part of the development shall be occupied until details of taxi and private hire vehicle provision has been submitted to and approved by in writing the Local Planning Authority. This scheme shall be implemented in accordance with the approved details and retained thereafter.

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

10. Notwithstanding Condition 1, 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.

11. Notwithstanding Condition 1, no development shall commence until a scheme to show wheel washing facilities and/or mechanical sweepers to prevent mud and debris onto the public highway has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include details of the location, type of operation, maintenance/phasing programme. Construction shall not commence on any part of the development other than the construction of a temporary site access and site set up until these agreed measures are fully operational for the duration of the construction of the development hereby approved. If the agreed measures are not operational then no vehicles shall exit the development site onto the public highway.

Reason: This information is required pre-development to ensure that the adoptable highway(s) is kept free from mud and debris in the interests of highway safety having regard to policies DM5.19 and DM7.4 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

12. Notwithstanding the details submitted in the Travel Plan, no part of the development shall be occupied until a Full Travel Plan in accordance with the council's Travel Plan Scope, has been submitted to and approved by in writing the Local Planning Authority. Thereafter, the development shall be carried out in full accordance with the agreed Travel Plan. The Travel Plan will require the Travel Plan Coordinator to be in place three months prior to first occupation until at least five years from first occupation and will also include an undertaking to conduct annual travel surveys to monitor whether the Travel Plan targets are being met with a Monitoring Report submitted to the council within two months of surveys being undertaken.

Reason: To accord with Central Government and Council Policy concerning sustainable transport and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

13. Prior to construction of the 3G AGP, a detailed drainage design must be submitted to and approved in writing by the Local Planning Authority. The scheme should include further details on the proposed attenuation features (cross section/long section of storage pond, cross section of the 3G pitch showing sub-surface attenuation, details of the proposed outfall into the Wallsend Dene and the method for controlling the surface water discharge rate from 3G pitch). The scheme must be implemented in accordance with the approved details and retained thereafter.

Reason: These details are required to be provided early in the construction process to ensure that the drainage details can be agreed so that they can be incorporated into the development as it proceeds having regard to policy DM5.12 of the North Tyneside Local Plan 2017.

14. Prior to occupation of the approved development full details of the SuDS maintenance regime and the appointed SuDS management company must be submitted to and approved in writing by the Local Planning Authority. Thereafter, the SuDs must be maintained and managed in accordance with the approved details.

Reason: In accordance with policy DM5.12 of the North Tyneside Local Plan 2017.

15. The approved development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Flood Risk Assessment" dated "19th May 2022". The drainage scheme shall ensure that foul flows discharge to the combined sewer on St Peters Road and ensure that surface water discharges to the existing watercourse to the west of the site.

Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF and policy DM5.12 of the North Tyneside Local Plan 2017.

16. Notwithstanding any indication of materials which may have been given in the application, no development shall take place until a schedule and/or samples of the materials and finishes for the development and all surfacing materials for the ground has 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: To secure a satisfactory appearance having regard to policy DM6.1 of the Local Plan 2017, the Design Quality SPD 2018 and NPPF.

17. Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the Artificial Grass Pitch and changing accommodation and include details of pricing policy, hours of use, access by the rugby club, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy.

18. The Artificial Grass Pitch hereby approved shall be constructed with a World Rugby 22 compliant shockpad in order to secure World Rugby 22 certification to the satisfaction of the Local Planning Authority. Thereafter the pitch's certification shall be retained through on-going testing.

Reason: To ensure that the AGP's full benefit to sport is achieved in accordance with paragraph 99 of the NPPF.

19. Prior to the installation of any odour extraction/suppression equipment/air ventilation system/refrigeration or plant equipment installed at the premises in connection with the approved development full details must be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented in accordance with the approved details and permanently retained.

Reason: To safeguard the amenity of nearby residents having regard to the National Planning Policy Framework.

20. Prior to the installation of any external plant or machinery in connection with the approved development (pursuant to condition no.19 of this approval) a noise scheme must be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in accordance with BS4142 and must

determine the current background noise levels for daytime, evening and night (if the plant or equipment is operating for 24 hours) without the plant operating, at the boundary of the nearest residential premises and include appropriate mitigation measures, where necessary, to ensure the rating level of all external plant and equipment does not exceed the background noise levels. Thereafter the plant must be installed and maintained in accordance with the approved details.

Reason: To safeguard the amenity of nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework

21. Within one month of the installation of any external plant and equipment acoustic testing shall be undertaken to verify compliance with condition no.20 of this approval and the results submitted in writing for the approval of the Local Planning Authority. Thereafter, the plant and equipment shall be operated in complete accordance with the approved details and maintained in working order.

Reason: In order to protect the residential amenity of the nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

22. 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 and the plant and machinery shall not be used until the approved soundproofing has been implemented.

Reason: To safeguard the amenity of nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

23. No deliveries shall be made to the site before 07:00 hrs and after 21:00 hrs Monday - Saturday and no deliveries shall be permitted on Sundays and Bank Holidays.

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

24. 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.

Reason: To protect trees in accordance with policy DM5.9 of the North Tyneside Local Plan 2017.

24. Notwithstanding the approved details and 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. This 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.

To reduce external lighting that may deter bats using boundary hedges, high intensity security lights should be avoided. Where security lights are required, these should be of minimum practicable brightness, be set on a short timer and be motion sensitive only to larger objects. The lighting shall be installed and maintained in accordance with the approved scheme.

Reason: In the interests of visual amenity and to ensure that local wildlife populations are protected in the interests of ecology, having regard to the NPPF and Policies DM5.19 and DM5.5 of the North Tyneside Local Plan.

- | | | | |
|-----|---------------------------------------|------------|---|
| 25. | Restrict Hours No Construction Sun BH | HOU00
4 | * |
| 26. | Restrict Hours No Demolition Sun BH | HOU00
5 | * |

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

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirements in Paragraph 38 of the National Planning Policy Framework.

Informatives

Building Regulations Required (103)

The applicant is advised that the vehicular access to the highway must be constructed by or to the satisfaction of the Local Highway Authority. Contact Highways@northtyneside.gov.uk for further information.

The applicant is advised that a licence must be obtained from the Local Highway Authority before any works are carried out on the footway, carriageway verge or other land forming part of the highway. Contact Highways@northtyneside.gov.uk for further information.

The applicant is advised that they should contact Highway Maintenance to arrange for an inspection of the highways adjacent to the site. The applicant should be aware that failure to do so may result in the Council pursuing them for costs of repairing any damage in the surrounding area on completion of construction. Contact Highways@northtyneside.gov.uk for further information.

The applicant is advised that it is an offence to obstruct the public highway (footway or carriageway) by depositing materials without obtaining beforehand, and in writing, the permission of the Council as Local Highway Authority. Such obstructions may lead to an accident, certainly cause inconvenience to pedestrians and drivers, and are a source of danger to children, elderly people and those pushing prams or buggies. They are a hazard to those who are disabled, either by lack of mobility or impaired vision. Contact Highways@northtyneside.gov.uk for further information.

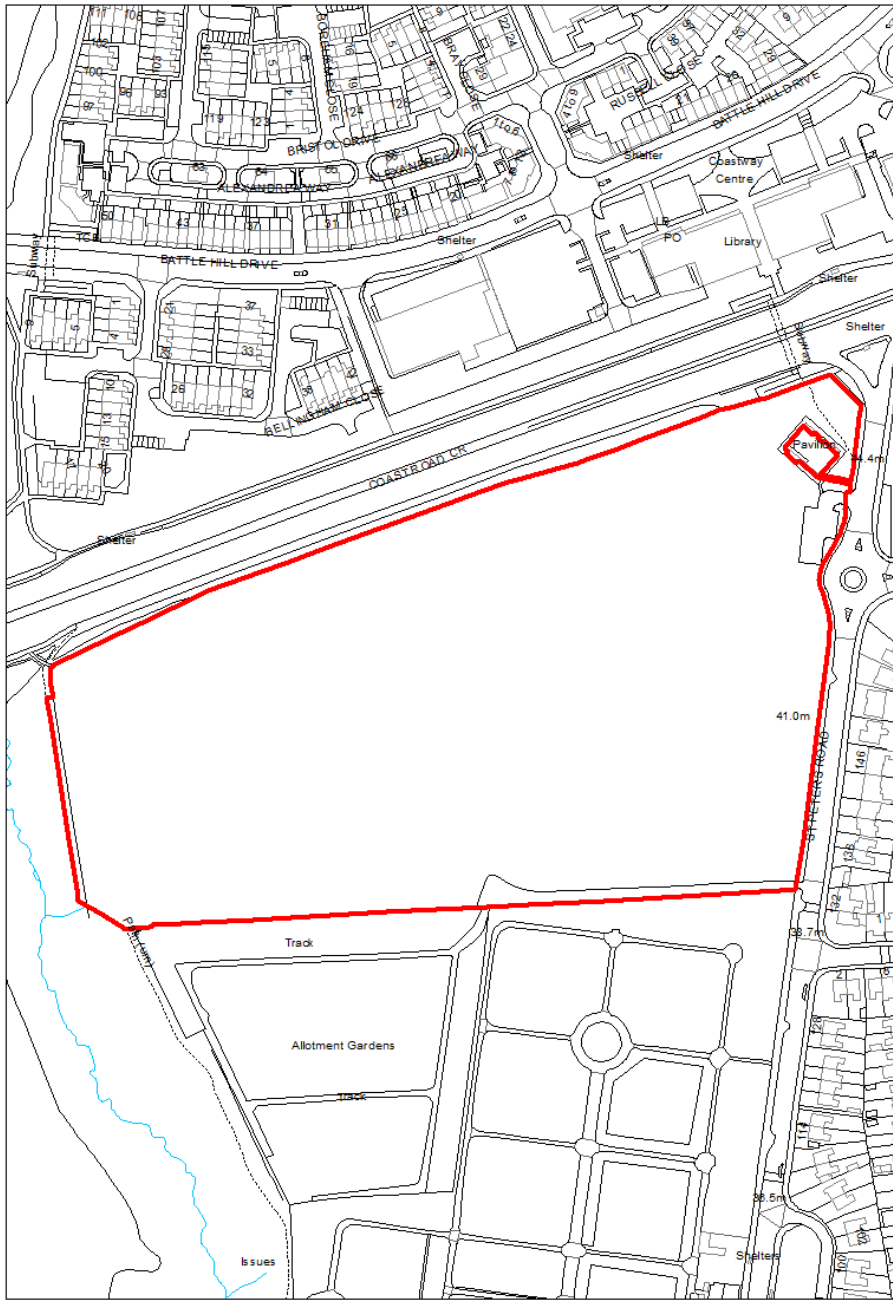
The applicant is advised that free and full access to the Public Right of Way network is always to be maintained. Should it be necessary for the protection of route users to temporarily close or divert an existing route during development, this should be agreed with the council's Public Rights of Way Officer. Contact Highways@northtyneside.gov.uk for further information.

The applicant is advised to contact the council's Public Rights of Way Officer prior to construction arrange a joint inspection of the Public Right of Way network on and adjacent to the site. If this inspection is not carried out, the Local Highway Authority may pursue the developer for any costs to repair damage to these routes. Contact Highways@northtyneside.gov.uk for further information.

The applicant is advised that a license must be obtained from the Highways Authority for any scaffold placed on the footway, carriageway verge or other land forming part of the highway. Contact Streetworks@northtyneside.gov.uk for further information.

The applicant is advised that no part of the gates or garage doors may project over the highway at any time. Contact New.Developments@northtyneside.gov.uk for further information.

Coal Mining Standing Advice (FUL,OUT) (I44)



Application reference: 22/01053/FUL

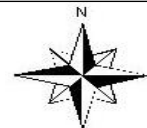
Location: Football Pitches West Of, St Peters Road, Wallsend

Proposal: The development of a new sports hub at St Peters Playing Field (west) which includes, New sports pavilion / clubhouse / Multi use community space. New 3G AGP (artificial grass pitch) New site fencing, car parking and other ancillary facilities

Not to scale

Date: 18.08.2022

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**Appendix 1 – 22/01053/FUL
Item 3**

Consultations/representations

1.0 Representations

206no. responses to the public consultation. These are broken down into 42no. objections, 162no. support and 2no. representations. A number of the support comments are from the same individuals/address. Summarised below:

1.1 Objections:

1.2 Highways Issues

- Clear lack of parking facilities will result in St Peter's Road becoming congested and dangerous for road users and pedestrians.
- Danger to Coast Road users as a result of floodlighting.
- Proposal will make access onto Coast Road dangerous.
- Traffic is a nightmare in this area already and the proposal will exacerbate this.
- Not enough parking for existing rugby facilities which causes problems.
- I question the Highways Officer's comments. Surely they should assess what is provided in plan and in full use. I equate that this could have over 200 + cars on site at a time and having experience of youth football know this to be an issue at every venue you travel too. Nobody ever follows a parking plan.
- The parking plan does not mention a second car park being used - would this not also be in use or will the rugby club just use all fields in Wallsend. I question the research on parking issues with these sites and note that at no point is any survey completed or provided to support this application. I also note in the parking plan that all teams travel by mini bus, which again is not true as clubs cannot afford this. This is an accident waiting to happen if this site is allowed to go ahead.

1.3 Residential Amenity

- Light pollution from floodlighting, especially past 9pm.
- The lights and noise from the current floodlights used by the club are a nightmare now and will only get worse on this new plan.
- Direct impact on my home (St Peter's Road) with excessive flood lighting up to 23:00, and the opening of a bar serving alcohol, including an outdoor beer garden, which will encourage and facilitate anti-social and dangerous behaviour.
- The site does not need a social club. This will increase anti-social behaviour to the residents when they have held 18th or 21st birthdays and hundreds of drunk people leave the facility and cause disturbance, vandalism and violence.
- Disturbance from loud music being played from the site
- Flood lighting will keep my children up and have a direct impact on my health and well-being.
- A club house focused on children should have an alcohol licence or intention to sell alcohol.
- Increase in noise.
- Looking at the plans it would likely remove the current road that allows users access to the allotments and would remove access to the wagonway/bus stop behind the field.

- Site will be swamped by non-local clubs, kids and adults from outside the area driving to the site and using this which again is not in the community or residents best interests.
- The area is recognised as having high deprivation yet the proposal will exclude a society by taking away free public space.
- Kings estate will be used as a short cut back to Wallsend for people not in a vehicle.
- Intrusion and total loss of privacy to my home as well as our neighbours.
- I am concerned that development will mean there is no access from the Coast Road to the path that leads to Holy Cross i.e. at the west end of the development. Also, the bridle path on the west side of the dene will become used by motor bikes and quads that sometimes illegally use the proposed site. This issue could be addressed by adequate fencing at the North end of the bridle path that allows pedal cycles through but not motor bikes or quads.

1.4 Character and Appearance/Design/Layout

- Not in keeping with the area.
- If it this is for the benefit of the Rugby club why is the application not for the land currently occupied for the rugby club (to the east).
- The plan to build the new social club they mention is not on the existing site that a lot seem to think it will be on.

1.5 Open Space /Greenspace

- Loss of open space. Lots of open playing fields and open space have already been lost as a result of development, including the Queens Vale development where one of the conditions was that this open space would remain open for all residents to access.
- No need to enclose a site that is there for all to use, this stops residents accessing the field which what it was there for.
- This field is designated open space and needs to remain so, enclosing this space with a fence and restrictions is not inclusive and of any benefit to local residents.
- The Rugby club already has a site directly opposite the application site and has enclosed this to give no access to the field to any local residents, it does need another enclosed site.
- Site is used regularly by local families and local teams. This would then be the second and last remaining open space in Wallsend to be removed from public access.
- This will be a massive loss to families who actually live in this area who use the field to play with their children or their children to play with their friends.
- Do not privatise our public spaces for a minority of individuals.
- Where will children play?
- We need more open spaces, fields for all to access not another fenced in field that is currently directly east of this proposed site.
- I want a safe place so I can walk on the field and exercise my dog, this is how I exercise and due to my ill health I need this to remain unfenced and free to walk on when I desire.
- Open space belongs to the local community.
- Proposals are contrary to Local Plan policies.

1.6 Biodiversity

- This is part of an important designated wildlife corridor that provides a safe and vast hive of wildlife and their habitats.
- Proposal will stop wildlife migration, affecting wildlife corridor.
- 3G pitch materials harmful to biodiversity and leads to increase flooding which will make any grass spaces more susceptible to flooding.
- Birds and wildlife (deer, foxes, squirrels, owls) we see constantly on this site will be pushed away by this proposal and can say on an evening we are constantly seeing bats flying around the field so we are confused by the report that says they seen no signs of them.
- Harmful impact on wildlife from floodlights.
- A protected Adder snake was recently spotted on the fields.
- Incomplete bat survey – this should have been undertaken at night.
- Lack of tree survey (*this was submitted after the original documents were submitted*).
- To remove a natural wildlife corridor is criminal. There should be no removal of trees that will affect the natural habitats of our natural world. This will destroy a natural resource for our wildlife for a development that is not required or needed.

1.7 Flooding/Drainage

- Proposals will result in increased flooding.
- Drainage will be deposited into the Dene so that it will be full of chemicals from the fertilisers used on the field. This will destroy our dene and pollute our water ways killing wildlife habitats that have existed for hundreds of years.

1.8 Need

- There are existing underused floodlit facilities at Burnside/Hadrian centre and Wallsend football club.

1.9 Other

- Lack of community engagement regarding the proposals by the applicant before the application was submitted. This gives a clear indication of how this provision is being planned for use and that the local community and residents are not involved from the start.
- Not a community development, what it does is forces people to pay money to have access to something that is rightly free currently during a cost of living crisis.
- Granting permission will set a major precedent for the future of the site allowing future developers to build.
- Floodlights are contrary to NTC's agenda on climate change where one of the recommendations is to minimise artificial lighting.
- Application will model to our youngest children an association of sport and alcohol which is a trend that needs to be broken.
- No planning consultation letters have been sent out.
- This is greed for the FA to take land away from the residents to make it a private business where they charge people to use a facility.
- Late submission of documents, surely the public consultation period should be extended?
- The rubber crumb used to support 3G pitches have major health risks. These crumbs are full of toxic chemicals and generate dust that with light winds can be

blown into local residential estates as well as the conservation areas of the Dene wildlife conservation zone.

- How can the club afford to pay for the cost of operating floodlighting without increasing costs to end users which would make this facility elitist not inclusive.
- People in support of this application are not local to the area.
- The application documents are poor and amateur. It does not fully identify the plans of this site and hides the matter that a local green belt area will be destroyed and long term impact left on this

1.10 Support

- Amazing for the area/local community.
- Will greatly enhance access to sports for young people and will provide an excellent communal social space for local residents.
- Much-needed facility/access to all-weather sporting activities for young people in the area.
- Will help with getting kids more involved with sports like Football and Rugby, opening the door for more diverse groups to become part of the sporting community.
- This could help reduce ASB in the local area tenfold, if ran correctly.
- This will bring visitors to this area.
- The addition of a members bar area also adds to the community feel and could be used for private events.
- Prime location next to coast road sure to have a positive impact.
- Good use of this unsupported playing field and finally a home for Wallsend Rigby Club.
- Will really benefit residents of all ages, the area has been long overdue this type of investment
- Will bring great benefits to the surrounding areas and massively increase revenue for shops and businesses in the area. Will also give plenty opportunities for teams to train/play on throughout winter. Less kids on the streets.
- Sports play a crucial in influencing people's lives, abolishing social differences and encouraging an active and healthy lifestyle.
- Positive all round impact of sport.
- This will also reduce the potential disruptive behaviour and burnt out cars on those fields.
- The building and pitches are very modest and will be in keeping with the area offering so much community space.
- Club house will provide jobs.
- This will vastly improve the site and will be very well maintained
- Our town has lost too many green spaces and others are under-developed. I think this development will again put Wallsend on the sporting map and will not encroach on areas which have not historically been Sports Fields.
- I am the current President of Northumberland Rugby Union. This joint project with Northumberland FA will provide a fantastic resource for the local community, helping to grow both sports.
- The provision of this new facility will meet and align with several of North Tyneside's existing policies on health, in particular the authority's own policies in Active North Tyneside. It also specifically addresses a council target of people living in the 20% most deprived areas of North Tyneside being more active. Wallsend being in this category deserves high quality and well managed facilities such as this.

- I am the recently elected President of Wallsend RFC. I wholeheartedly support the proposed development.

1.11 Northumberland Football Association

1.12 I am writing to outline Northumberland FA's unequivocal support for the development of St. Peter's Playing Fields, St Peters Road, Wallsend, NE28 7HH. The prospective development will house the headquarters of Northumberland Football Association Limited as its registered office.

1.13 During 2021, Northumberland FA undertook extensive stakeholder engagement – both within and outside of the affiliated game. Of those engaged, almost every demographic noted access to facilities, the quality of facilities and access to affordable facilities as key issues impacting grassroots football.

1.14 Plan (LFFP) for North Tyneside local authority area this includes the creation of 5 (five) new AGP sites. The LFFP outlines that the number one football development priority for North Tyneside is the procurement of additional AGP facilities. Although the LFFP outlines an overall high deliverable score of 91% for the site – the existing affiliated football provision is limited to a small number of adult 11v11 teams, it is therefore undeniable that there would be risk in developing the site without the attachment of Northumberland FA for its headquarters.

1.15 As part of the development, Northumberland FA has approached several its affiliated clubs including adult, junior and disability provision regarding being based at the site – this will therefore more than meet the usage demands which led the site to be being placed in the LFFP in the first place.

Advanced discussions have taken place with the following affiliated clubs:

- Tynemouth United Juniors – 14 teams
- Whitley Bay Sporting Club Juniors – 60 teams
- Willington Quay Saints – 12 teams

This is in addition to the current site users:

- North East Sporting Club – 5 teams
- Hadrian FC – 3 teams
- The Flying Scotsman – 1 team

1.16 Furthermore, advanced engagement with Wallsend Rugby Club has taken place to ensure their access as a user to demonstrate the multi-sport nature of the project. Finally, further users will come from Tyne Metropolitan College, Newcastle United Foundation and Man v Fat which demonstrates the community aspect unlocked by the project.

1.17 The new AGP, which will be super-sized, will allow for at eight 5v5 pitches, four 7v7 pitches, two 9v9 pitches or one 11v11 pitch to be configured at any one time.

1.18 Furthermore, the site proposals would incorporate the remaining grass pitches within a newly erected fence line. It is planned that all remaining pitches

will be taken through The Football Foundation's grass pitch improvement scheme to facilitate further training and matchday environments, particularly across the spring and summer months and on weekends.

1.19 It is abundantly evident the project will unlock considerable strategic potential through a significant financial investment that will sit at the heart of a community. Furthermore, the facility will be operated by a registered charity with the provision of health, fitness, well-being through sports provision at its core.

1.20 Rugby Football Union

1.21 It gives me great pleasure to endorse the plans of North Tyneside Council, in conjunction with Wallsend Rugby Football Club, to establish new ancillary facilities on the St Peter's Playing Field (West) site to serve demand from both rugby union (Wallsend RFC) and football (Northumberland FA amongst others). For a number of years Wallsend RFC has been working to establish appropriate local facilities that it can use for both pre and post rugby activities, which would not only endeavour to support the club's sustainability as a business but also sustain and strengthen the community feel that the Club has cultivated since its inception.

1.22 The ancillary facilities will support the club's on pitch activities at St Peter's Playing Field (East) and be a notable upgrade on existing provision for changing and social activities. It is considered that the off-field developments will support the growing on-field offer by providing a safe and secure setting from which participants, parents and children can converge.

1.23 The associated World Rugby Regulation 22 compliant artificial grass pitch (AGP) with a 3G surface and shock pad will further grow participation in rugby union locally; and be a significant improvement on existing training facilities available to the club, which currently consists of portable sports lights or utilising AGPs at local school sites that are not World Rugby compliant. There are other World Rugby compliant AGPs locally, however, access to these is limited, inconsistent and expensive, frequently resulting in the club either cancelling training or accommodating training activity on its grass pitch site, which in turn has a detrimental effect on the match day experience due to the current pitch quality.

1.24 As mentioned, the RFU is supportive of the overall project and has worked with North Tyneside Council, Wallsend RFC and Northumberland FA to ratify the facility provision and to consider future site operations. The club keep rugby's values of Teamwork, Respect, Enjoyment, Discipline and Sportsmanship at the heart of everything they do, ensuring they are able to provide a good quality experience for players of all ages.

1.25 Internal Consultees

1.26 Highway Network Manager

1.27 This application is for the development of a new sports hub at St Peters Playing Field (west) which includes - new sports pavilion/clubhouse/multi-use community space, new 3G AGP (artificial grass pitch), new site fencing, car parking and other ancillary facilities.

1.28 The site has been established for some time and the proposals will enhance the existing facilities. A Transport Assessment (TA) has been submitted as part of the application and the impact of the development on the local highway network is not considered to be severe.

1.29 The developer is confident that the proposed parking provision is sufficient for the needs of the site, however, they have acknowledged that the site may become more popular with the enhanced facilities and as such have identified an area that can be developed for additional parking if required and for adjacent streets to be surveyed to identify any parking issues when the site becomes fully operational. A parking management plan will also be implemented.

1.30 The site has good links to public transport and a Travel Plan has been submitted to reduce single car occupancy trips associated with the site and cycle parking will be provided. Conditional approval is recommended.

1.31 Notwithstanding the details submitted, the scheme for the new means of access shall be laid out in accordance with the approved plans. This access shall be laid out prior to occupation and retained thereafter
Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

1.32 Notwithstanding the details submitted, the scheme for parking shall be laid out in accordance with the approved plans. These parking areas shall not be used for any other purpose and retained thereafter.
Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

1.33 Notwithstanding the details submitted, the parking plan shall be implemented in accordance with the agreed details and retained thereafter.
Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

1.34 Notwithstanding the details submitted, the scheme for storage of refuse, recycling and garden waste bins shall be laid out in accordance with the approved plans. These storage areas shall not be used for any other purpose and retained thereafter.
Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

1.35 Notwithstanding the details submitted, the scheme for cycle parking shall be laid out in accordance with the approved plans. These storage areas shall not be used for any other purpose and retained thereafter.
Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

1.36 No part of the development shall be occupied until a methodology for monitoring parking on the surrounding highways has been submitted to and approved by in writing the Local Planning Authority. This methodology shall include the streets to be monitored, establish of pre-occupation base situation and details of further monitoring post-occupation. The area identified for overspill

parking shall be implemented as well as any reasonable off-site mitigation measures if deemed necessary by the Local Highway Authority and at the applicant's expense.

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

1.37 No part of the development shall be occupied until details of Electric Vehicle (EV) charging provision has been submitted to and approved by in writing the Local Planning Authority. This scheme shall be implemented in accordance with the approved details and retained thereafter.

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

1.38 No part of the development shall be occupied until details of taxi and private hire vehicle provision has been submitted to and approved by in writing the Local Planning Authority. This scheme shall be implemented in accordance with the approved details and retained thereafter.

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

1.40 Notwithstanding Condition 1, 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.

1.41 Notwithstanding Condition 1, no development shall commence until a scheme to show wheel washing facilities and/or mechanical sweepers to prevent mud and debris onto the public highway has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include details of the location, type of operation, maintenance/phasing programme. Construction shall not commence on any part of the development other than the construction of a temporary site access and site set up until these agreed measures are fully operational for the duration of the construction of the development hereby

approved. If the agreed measures are not operational then no vehicles shall exit the development site onto the public highway.

Reason: This information is required pre-development to ensure that the adoptable highway(s) is kept free from mud and debris in the interests of highway safety having regard to policies DM5.19 and DM7.4 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

1.42 Informatives:

1.43 The applicant is advised that the vehicular access to the highway must be constructed by or to the satisfaction of the Local Highway Authority. Contact Highways@northtyneside.gov.uk for further information.

1.44 The applicant is advised that a licence must be obtained from the Local Highway Authority before any works are carried out on the footway, carriageway verge or other land forming part of the highway. Contact Highways@northtyneside.gov.uk for further information.

1.44 The applicant is advised that they should contact Highway Maintenance to arrange for an inspection of the highways adjacent to the site. The applicant should be aware that failure to do so may result in the Council pursuing them for costs of repairing any damage in the surrounding area on completion of construction. Contact Highways@northtyneside.gov.uk for further information.

1.45 The applicant is advised that it is an offence to obstruct the public highway (footway or carriageway) by depositing materials without obtaining beforehand, and in writing, the permission of the Council as Local Highway Authority. Such obstructions may lead to an accident, certainly cause inconvenience to pedestrians and drivers, and are a source of danger to children, elderly people and those pushing prams or buggies. They are a hazard to those who are disabled, either by lack of mobility or impaired vision. Contact Highways@northtyneside.gov.uk for further information.

1.46 The applicant is advised that 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. Contact Highways@northtyneside.gov.uk for further information.

1.47 The applicant is advised to contact the council's Public Rights of Way Officer prior to construction arrange s joint inspection of the Public Right of Way network on and adjacent to the site. If this inspection is not carried out, the Local Highway Authority may pursue the developer for any costs to repair damage to these routes. Contact Highways@northtyneside.gov.uk for further information.

1.48 The applicant is advised that a license must be obtained from the Highways Authority for any scaffold placed on the footway, carriageway verge or other land forming part of the highway. Contact Streetworks@northtyneside.gov.uk for further information

1.49 The applicant is advised that no part of the gates or garage doors may project over the highway at any time. Contact New.Developments@northtyneside.gov.uk for further information.

1.50 Local Lead Flood Authority

1.51 I have carried out a review of the flood risk and surface water drainage proposals for planning application 22/01053/FUL, I can confirm in principle the surface water drainage proposals are acceptable. The applicant will be providing surface water attenuation within the site for a rainfall event of 1in100yr + 40% increase for climate change, the surface water storage for the 3G pitch will be attenuated within the pitch sub-base and the surface water attenuation for the Pavilion and car park areas will be via the use of a storage pond. The surface water discharge rate from the 3G football pitch will be restricted to 4.67l/s and the Pavilion and car park areas storage pond will be restricted to 2l/s. The overall sites surface water drainage will then discharge into the Wallsend Dene located to the West of the proposed development.

1.52 If granted approval I will require the following conditions to be placed on the application.

1.53 Prior to construction;

- Detailed Drainage design including cross section / long section of storage pond, cross section of the 3G pitch showing sub-surface attenuation, details of the proposed outfall into the Wallsend Dene and the method for controlling the surface water discharge rate from 3G pitch.

1.54 Prior to occupation;

- Details of the SuDS maintenance regime and the appointed SuDS management company.

1.55 Sustainable Transport Team

1.56 This application is for the development of a new sports hub at St Peters Playing Field (west) which includes a new sports pavilion, clubhouse and multi-use community space. The development would also look to create a new 3G artificial grass pitch with site fencing, increased car parking provision and other ancillary facilities. As part of the application, a Transport Assessment (TA) was submitted that looked at sustainable modes of transport to and from the site. Access remains unchanged and parking will be provided and monitored to meet the needs of the site as well as the provision of cycle parking for staff and visitors. will be provided as well as a Travel Plan (TP) and the site also has reasonable links with public transport.

1.57 Recommendation - Conditional Approval

1.58 I suggest the TP Condition text below:

1.59 Notwithstanding the details submitted in the Travel Plan, no part of the development shall be occupied until a Full Travel Plan in accordance with the council's Travel Plan Scope, has been submitted to and approved by in writing the Local Planning Authority. Thereafter, the development shall be carried out in full accordance with the agreed Travel Plan. The Travel Plan will require the Travel Plan Coordinator to be in place three months prior to first occupation until

at least five years from first occupation and will also include an undertaking to conduct annual travel surveys to monitor whether the Travel Plan targets are being met with a Monitoring Report submitted to the council within two months of surveys being undertaken.

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

1.60 Public Rights of Way Officer

1.61 What width will be left between the fence and the heavy tree line? The prowl has a def width of 9 foot. Are we not looking to utilise the PROW so the site can be accessed from it and the bus stop/subway at NW corner? Are funds available to improve the ramp down from that corner? Also, along the south boundary there is a recordable way that the public have used for decades – this needs to be protected and it appears it is being fenced off? I assume secure overlooked cycle parking is being provided.

1.62 Contaminated Land Officer

1.63 I have read the ground investigation report for this site and I am satisfied that there are no contamination issues. No conditions are required.

1.64 Design Officer

1.65 a) A new single storey sports Pavilion, with changing room facilities, function room and office space.

1.66 The single-story sports pavilion has been designed to provide the required internal accommodation to support the sports hub. The building is located to have easy access to the playing pitches and car park and is positioned to maximise the views over the pitches.

1.67 The proposed elevations do not correspond to the floor plans. Accurate plans are required. A roof plan should also be submitted. The elevations could be improved with some further variety of materials and detailing. The use of more glazing (in particular taller glazing) is encouraged which would maximise views over the sports pitches. No details are provided for any security shutters. If these are required, then careful consideration should be given to ensure that they contribute towards a well-designed scheme.

1.68 b) A new 3G artificial sports pitch, with flood lighting and secure 4.5m high perimeter fencing. Reconfiguration of football pitches within the perimeter fence.

1.69 Around the new pitches, a 4.5m high fence and 17m high flood lighting is proposed. This would be an uncharacteristic feature of the local area although it would be seen in the context of a sports facility. The fence is proposed to be green to help reduce its impact. New tree planting is also proposed to the boundaries of the site to mitigate the effects of the development. Even with this mitigation, these elements would still be highly prominent, and their visual impact will need to be balanced with the public benefits of the scheme which would improve sport and recreation opportunities for the community. This issue is referred to the Case Officer.

1.70 c) New car parking, associated landscaping and 2.5m high perimeter fence.

1.71 Parking is proposed to the northeast of the site, next to the sports pavilion. A mix of surface materials should be used to ensure a high-quality design. This

should be conditioned. The parking area includes some areas of landscaping and the detailed design of this should be conditioned.

1.72 It is unclear why a 2.5-meter-high fence is required around the whole site and further information is required.

1.73 The construction of the proposed layout requires the removal of one individually surveyed tree and a section of one group of trees. New tree planting is proposed. It is recommended that further advice is sought from the Council's Tree Officer.

1.74 Conclusion

1.75 The further information and amendments requested above should be provided to the planning case officer within a timescale that would allow for the case to be determined within its deadline. The planning case officer should assess the request above and set a suitable timescale for this further submission.

1.76 Suggested Conditions:

- a) Materials of construction
- b) Hard surfacing
- c) Landscape design proposals
- d) Landscape works implementation

1.77 Tyne and Wear Archaeology Officer

1.78 The applicant has submitted an archaeological desk-based assessment for the site carried out by Vindomora Solutions Ltd (HER event 5306 report 2022/23). The report concluded that the site has low potential for archaeological remains from the prehistoric and Roman periods, and moderate potential for archaeological remains from the later medieval period, which are likely to be agricultural in nature. The potential for archaeological remains from the post medieval and modern periods was assessed as high due to the presence of truncated post-medieval ridge and furrow across the site. Two other features were identified within the site, a north-south aligned 18th-19th century field boundary, and the remnants of the early 19th century Willington Wagonway (HER1164 <https://www.twsitelines.info/SMR/1164>) running northwest-southeast through the extreme northeast corner of the site.

1.79 The applicant has also submitted a Ground Investigation Report by soiltechnics. The ground investigation included seven hand dug trial pits in the north-eastern (higher) part of the site. These identified topsoil with inclusions of coal, brick, and occasional ceramic and glass, overlying a layer of made ground up to 0.6m deep. This consisted of a layer of reworked clay with inclusions of sandstone, brick, and occasional coal and chalk. Below this was natural clay.

1.80 The results of the ground investigation, which indicate that the site was landscaped in the 1970s or earlier when the existing sports fields were created, are not entirely consistent with the survival of post medieval ridge and furrow on the site. It is possible that the apparent ridge and furrow is not agricultural in nature but in fact a product of the landscaping. On balance, I do not consider that the site has enough archaeological potential to merit further investigation, and the

requirements of the NPPF (para 194) have been met. No further archaeological investigation is required.

1.81 The route of the early 19th century Willington Wagonway in the extreme northeast corner of the site will not be significantly impacted by the proposed development, as this area is shown on the landscape strategy plan as retaining the existing trees, with some new planting to the north. No archaeological works are recommended in relation to the wagonway.

1.82 Environmental Health (Pollution)

1.83 Awaiting Comments

1.84 Biodiversity Officer

1.85 Awaiting Comments.

1.86 External Consultees

1.87 Northumberland Wildlife Trust

1.88 We are satisfied that the proposed landscaping will adequately limit pollutants entering Wallsend Dene Local Wildlife Site with surface run-off, and will provide increased habitat for wildlife and have a positive impact on biodiversity on the site. We therefore withdraw our holding objection, provided that:

1. A CEMP is provided which ensures that no pollution from construction work enters Wallsend Dene LWS.
2. The proposed drainage system is created as planned, with a swale through which surface water will run before exiting the site into Wallsend Dene. Native non-invasive wetland plants must be included for planting in the area around the swale. This will filter out pollutants before the water reaches Wallsend Dene.
3. A condition is included in the planning permission requiring that the strategies set out in the Ecological Appraisal are followed. These include ecologically-informed habitat creation to provide Biodiversity Net Gain, with meadow areas, locally-native trees/shrubs and planted wetland areas, and continued sensitive management of these habitats into the future. This will ensure that the work on the site is of net benefit to wildlife, increasing available habitat and connectivity with other natural spaces in the area. The landscaping and planting schemes should also be approved by the North Tyneside Biodiversity Officer prior to implementation.

1.75 Sport England

1.76 Sport England does not wish to raise an objection to this application as it is considered to meet exceptions 5, 2 and 3 of Sport England's Playing Field Policy. The absence of an objection is subject to the following conditions being attached to the decision notice should the local planning authority be minded to approve the application:

- 1)The Artificial Grass Pitch hereby approved shall be constructed with a World Rugby 22 compliant shockpad in order to secure World Rugby 22 certification to the satisfaction of the Local Planning Authority. Thereafter the pitch's certification shall be retained through on-going testing.

Reason – to ensure that the AGP’s full benefit to sport is achieved in accordance with NPPF para.99

2) Use of the development shall not commence until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the Artificial Grass Pitch and changing accommodation and include details of pricing policy, hours of use, access by the rugby club, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with Development Plan Policy

1.89 Northumbrian Water

1.90 We request that the following approval condition be attached to any planning consent granted, so that the development is implemented in accordance with the named document:

CONDITION: Development shall be implemented in line with the drainage scheme contained within the submitted document entitled “Flood Risk Assessment” dated “19th May 2022”. The drainage scheme shall ensure that foul flows discharge to the combined sewer on St Peters Road and ensure that surface water discharges to the existing watercourse to the west of the site.

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

1.91 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.

1.92 The Coal Authority

1.93 In accordance with the agreed approach to assessing coal mining risks as part of the

development management process, if this proposal is granted planning permission, it

will be necessary to include The Coal Authority’s Standing Advice within the Decision

Notice as an informative note to the applicant in the interests of public health and safety.

1.94 Newcastle International Airport

1.95 The proposed floodlight columns are to be 17m in height. This would be located a sufficient distance of 73m below the Obstacle Limitation Surface of the aerodrome. The proposed floodlights are to be downward lit with no upward facing luminaires. This will ensure that the proposed external lighting would not provide a significant visual distraction to aircraft entering and exiting the

aerodrome. As a result of the above, Newcastle Airport raises no objection to the proposals.