

# GATESHEAD INTERNATIONAL STADIUM

## DRAFT DEVELOPMENT BRIEF

## **INTRODUCTION**

1. Gateshead International Stadium (GIS) is a world renowned sporting venue, providing superb facilities for athletes, sports clubs and the local community.

2. Gateshead Council aims to enhance and add to current facilities over the coming years through its own programme of improvements to the stadium and, through partnership with a developer, provide an ice arena and complementary development. The ultimate aim is to create a GIS 'Sports Village' fit for the 21<sup>st</sup> Century.

3. This Development Brief will set out the Council's vision for the development of a GIS 'Sports Village', provide more detailed guidance and information to assist in the development of an ice arena and ensure new development complements the Council's planned improvements to the stadium.

### **Unitary Development Plan (UDP) context**

4. UDP Policy MU21 provides the context for the preparation of an acceptable development scheme on the land identified in this Development Brief. Developers should consult the UDP to identify and consider relevant policies, supporting text, appendices and any relevant IPA, previously approved as Supplementary Planning Guidance (SPG).

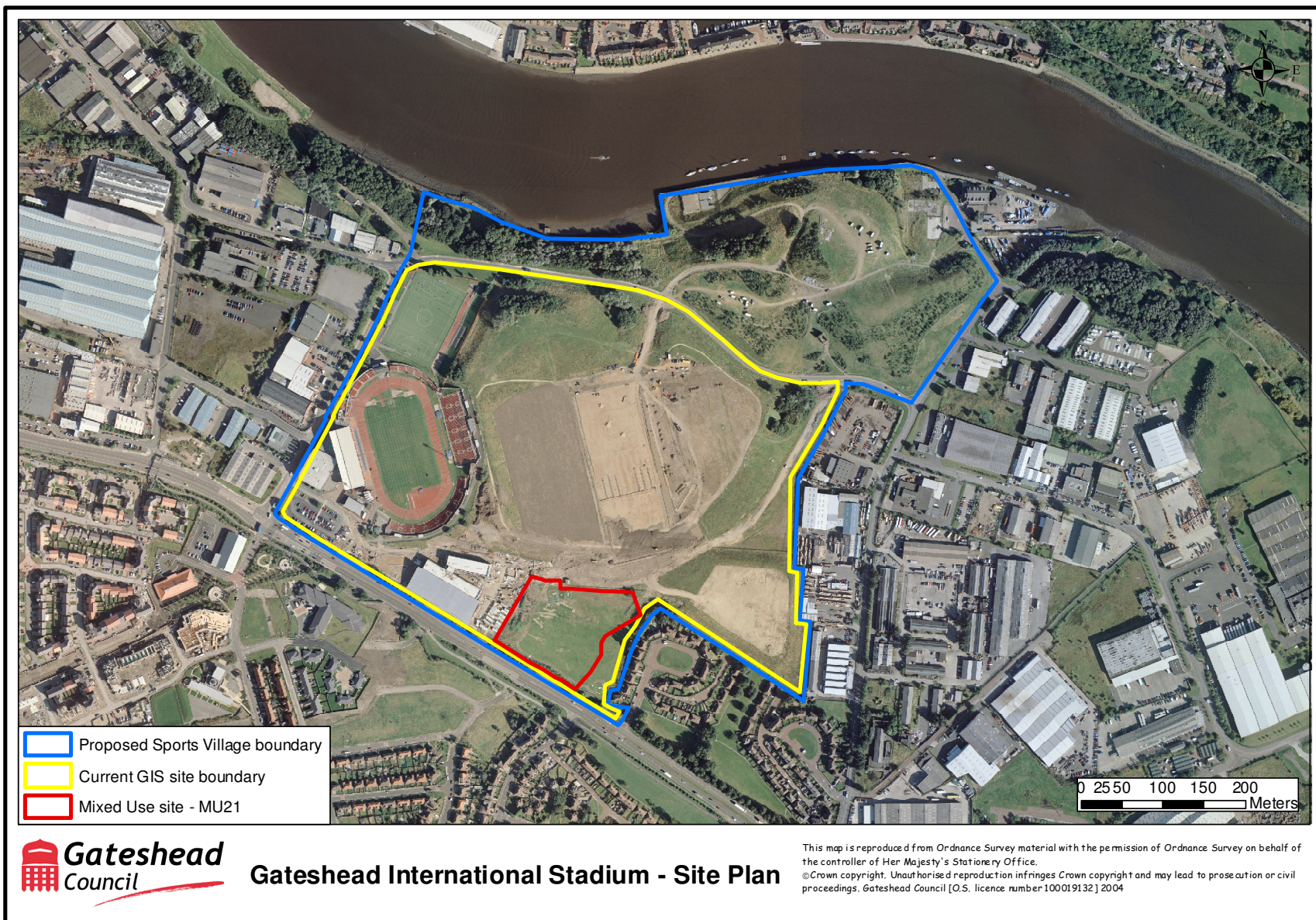
5. As stated above, part of the site is allocated for a mix of uses under UDP Policy MU21. This policy states that development should support and/or complement the role and functioning of the sports facilities associated with Gateshead International Stadium. Acceptable uses are: restaurants & cafes (A3) (ancillary), hotels (C1), residential institutions (C2), non-residential institutions (D1) and leisure (D2).

6. In order to achieve its vision of creating a GIS 'Sports Village', the Council does not wish to limit development solely to the MU21 site and so this Development Brief will use UDP Policy MU21 to provide a guide for development in other areas of the site. Existing facilities could be relocated within the site if a better outcome could be generated by their relocation and does not conflict with other relevant UDP policies.

### **GIS Draft Development Brief – status of document**

7. This Draft Development Brief was approved by Gateshead Council on the 18<sup>th</sup> November 2008 as basis for public consultation. It has been prepared within the context of the relevant UDP policies and therefore is afforded considerable weight as a statement of the Council's policy, and should be taken into account as a material consideration in the determination of planning applications.







## **OBJECTIVES**

### **Current GIS facilities and planned improvements**

8. GIS has undergone a series of successful improvements since its emergence as a world class, international sports venue in the 1970's.

9. In order to safeguard and improve its position and reputation for delivering world class facilities and events Gateshead Council and its partners have identified a number of exciting projects that will enhance and add to the existing sporting and spectator facilities.

10. The Council intends to make major improvements to the existing stadium. This will include improved spectator provision, athlete accommodation, medical & welfare facilities and a new media, hospitality, facility and event management centre.

### **Developing a GIS 'Sports Village'**

11. To enable the creation of a 'Sports Village' the Council seeks development that will support and / or complement the role and functioning of the existing and planned facilities.

12. The Council has a specific requirement for the construction and operation of an ice arena, and complementary uses, to bridge a gap in current provision and latent demand in the area.

13. In addition to this the Council wishes to utilise the GIS's position at the heart of east Gateshead, an area undergoing real transformational change, to create a hub and destination that will act as a gateway into Central Gateshead and link the wider community to the river.

14. The objectives of this Development Brief are to:

- facilitate the provision and operation of an ice arena;
- realise a comprehensive, coherent scheme design for the wider site that effectively combines new and existing sports-related development;
- create a Sports Village that will act as gateway to central Gateshead and the River Tyne; and
- achieve a sustainable, high quality development accessible to all users.



## VISION

THE CREATION OF A NEW ICE ARENA AND ASSOCIATED DEVELOPMENT WILL COMBINE WITH ENHANCED SPORTING FACILITIES TO CREATE A 'SPORTS VILLAGE' CAPABLE OF DELIVERING WORLD CLASS FACILITIES TO COMPETITORS, SPECTATORS AND THE WIDER REGIONAL COMMUNITY.

NEW DEVELOPMENT WILL BE ACCESSIBLE, SUSTAINABLE, EXPLOIT THE POTENTIAL OF THE WIDER SITE AND CREATE A GATEWAY INTO CENTRAL GATESHEAD WITH LINKS TO THE WIDER AREA AND THE RIVERSIDE.

## **SITE LOCATION, DESCRIPTION AND AREA CONTEXT**

### **Site location**

15. Gateshead International Stadium is located 2 miles east of Gateshead town centre, on the A184 – Felling Bypass. Bordering the site to the west is the East Gateshead Primary Employment Area (PEA), to the east is the Felling PEA and housing, to the south is the St James Village and BoKlok housing developments and to the north lies the River Tyne.

16. The Stadium site has its own Metro station and good bus & road links to Gateshead Centre giving great access to the wider region and beyond via mainline rail services, Newcastle International Airport and the motorway network. In addition to this, two strategic cycle routes connect the site to the wider borough and regional network - Keelman's Way to the north and East Gateshead Cycle Way to the south.

### **Site description**

17. The existing stadium site occupies 24.4 hectares of land. Current facilities consist of the athletics arena, fitness suite, sports hall, various outdoor sports pitches and the Regional Performance Centre, which is home to Gateshead College's Sports Academy and the English Institute of Sport's North East base.

18. The proposed 'Sports Village' site encompasses the existing GIS site and land to the north, between Tyne Main Road and the river.. This area (part of Saltmeadows Riverside) occupies 10.6 hectares of land and has recently undergone major remediation and environmental improvement works, greatly enhancing Keelman's Way as a route for pedestrians and cyclists, and vastly improving the river setting. The proposed 'Sports Village' site (combined GIS site and Saltmeadows Riverside) occupies 35 hectares of land in total.

### **Area context**

19. There has been substantial investment in homes and businesses in east Gateshead over the last decade and GIS occupies a strategic position at the heart of this area.

20. East Gateshead is undergoing major transformational change through the Bridging NewcastleGateshead Housing Market Renewal (HMR) programme. St James Village, and more recently Boklok, have contributed to the delivery of more than 700 new homes over the last five years, greatly improving the stock tenure balance and attracting new residents into the area.

21. Redevelopment of the nearby former Freight Depot site, and further sites within Felling, will ensure that hundreds more new homes will be built in the future. In addition to this, more than 750 social homes have been improved over the last few years through Decent Homes funding.

22. GIS is also close to the Borough's major commercial, retail and leisure regeneration initiatives: Gateshead Centre, Gateshead Quays and the Baltic Business Quarter.

23. The regeneration of Gateshead Quays and Baltic Business Quarter continues with major developments operating successfully (Gateshead College), near completion (Baltic Place) or at the pre-planning stage (GQ2/Sterling House site/Hillgate Quay). These developments and the two PEAs provide employment for more than 6,000 people.

24. The site lies in a prominent position on a significant route through Gateshead - the Felling Bypass. It is also a major gateway into Central Gateshead and has the potential to become a major gateway to the River Tyne, linking neighbouring residential communities, green spaces and the river.

### **Site history and uses**

#### **25. Mid 19<sup>th</sup> century**

Mostly agricultural land but Tyne Main Colliery and Friars Goose Chemical Works on part nearest the Tyne

#### **26. Late 19<sup>th</sup> century / early 20<sup>th</sup> century**

Colliery now disused. Greater part was land associated with the large sprawling chemical works known as Allhusens which was on and beyond the W part of the site, but mostly not built on.

#### **27. 1926 onwards**

Premises had been re-let as factories, with the great chimneys demolished in 1930s.

#### **28. 1942**

Site cleared after demolition of the works.

#### **29. 1955 onwards**

Gateshead Youth Stadium opened, comprising a cinder running track and asphalt cycling track. Floodlights, a seating grandstand and a tartan synthetic track ('74) were added as the site developed.

#### **30. 1970s & 80s**

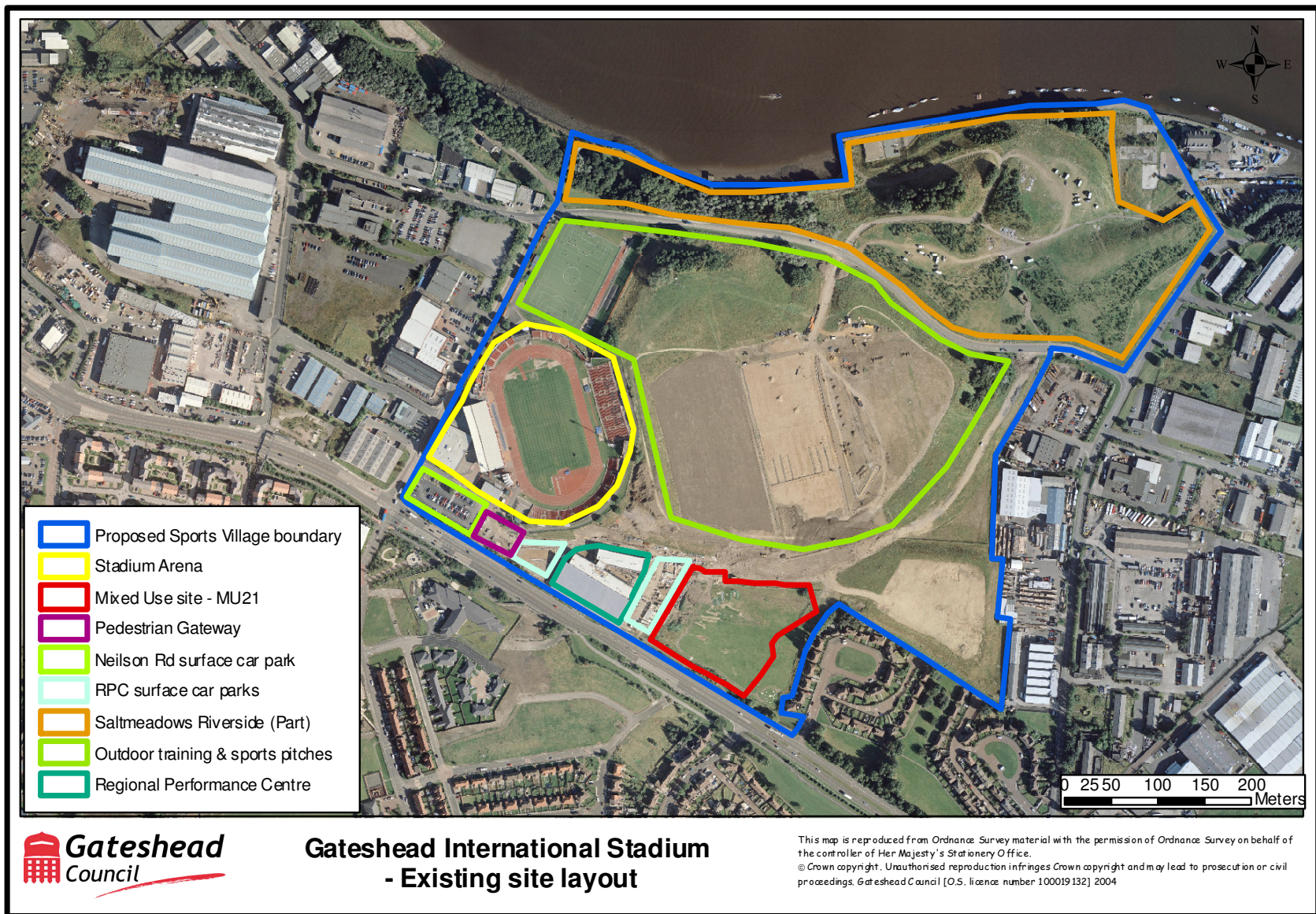
Major expansion work encompassing improvements to the athletics facilities, new indoor and outdoor pitches for a range of activities and investment in site infrastructure.

#### **31. 2006**

A new state of the art Regional Performance Centre opened, home to the English Institute of Sport in the North East and Gateshead College's Academy of Sport. It provides an integrated, top quality sports facility and support system for high performance athletes, a community based sports centre and a



broad range of sport related education and training programmes in partnership with Gateshead College.





## PRINCIPLES OF DEVELOPMENT

32. The primary objectives of this Development Brief are to ensure new development combines effectively with existing development to create a sustainable, accessible, high quality GIS 'Sports Village' that will act as a gateway to the River Tyne corridor.

33. It is likely that the majority of the new built development will be located along the southern boundary of the site, fronting onto the Felling Bypass. It is vital that this development is well designed, of a high quality in terms of design and materials, and provides a permeable and active frontage.

34. The aim is that new development will provide a sense of arrival and a sense of place that befits a facility of international status. There is potential for a landmark or gateway building, perhaps located on the site of the Neilson Rd car park, to signify this level of status.

35. It is also important that new development provides the public with a legible gateway with safe and attractive pedestrian & cycle links through from the bypass to the riverside. It is for this reason that part of Saltmeadows Riverside has been included within the proposed 'Sports Village' site.

36. Built development would not be permitted north of Tyne Main Road as this area is an important resource providing green open space, with access to the river, a Local Nature Reserve, and Keelman's Way. However, this area should be developed, through landscaping and public realm enhancements, to provide inclusive, intuitive, safe and attractive access to the River Tyne corridor.

37. GIS is an out of centre location and new development, through its design and operation, should promote sustainable access to the site. This can be achieved by ensuring pedestrians and cyclists can easily travel to and through the site, by enhancing and creating links to public transport and cycle routes and by implementing a travel plan for employees and visitors.

## MOVEMENT

38. The GIS Sports Village site is key to improving the connectivity between the surrounding neighbourhoods and the River Tyne corridor.

39. Keelman's Way, the East Gateshead Cycleway and the Metro provide good access east/west to the area immediately surrounding the site. However, movement outside of these routes, particularly north/south, is severely constrained by the Felling Bypass.

40. New Development should strengthen the role of the existing pedestrian gateway, located to the east of the Neilson Rd car park and, and provide secondary pedestrian access to the east of the Regional Sports Centre. Safe and clear pedestrian & cycle routes should connect the Felling area to the River Tyne corridor, through the GIS site and Saltmeadows Riverside.



## **Public Transport**

41. The site is within a twenty-minute walk of the Gateshead Stadium Metro Station. A regular bus service (93/94) travels east– west through the East Gateshead PEA, crosses the Bypass near the Stadium, through St James Village and onto Heworth. Information on other bus services can be supplied and should be considered when developing proposals for the site.

## **Parking Provision and Site Access**

42. The current parking provision comprises three surface car parks: the primary car park on the corner of Neilson Rd and Park Rd (Felling Bypass) and two more, either side of the Regional Performance Centre.

43. The current primary vehicular entry and exit point is off Neilson Rd, near the junction with Park Rd (Felling Bypass). This provides access to all three car parks on the site and the sporting facilities. Depending on the scale of new development it may be necessary to provide additional access from Tyne Main Rd or Neilson Rd. However, new access from the Felling Bypass is unlikely to be acceptable.

44. The current parking provision is sufficient for existing everyday facility use, however there is a serious under provision when major events are held at the Stadium, creating congestion and parking problems in the surrounding industrial and residential areas.

45. If new development is likely to increase the need for on-site parking provision, early discussions with the Council should be sought to discuss potential solutions e.g. an appropriate management strategy including charging.

46. The Council is willing to consider the relocation of the car parks and sports pitches within the wider site if a viable solution can be found which will address the complete needs of a redeveloped 'Sports Village', including event car parking, and enable the creation of a more coherent development, combining new and existing buildings fronting onto the Felling Bypass. Early discussion with the Council should be sought to discuss such matters.

47. There is an existing park and ride service at Heworth Metro Station, just over 1 mile east of the site, and another service proposed at Follingsby, at the A184 / A194(M) junction. The potential for dedicated park and ride services catering for major events should be investigated as part of the development of a GIS 'Sports Village'.

## **Pedestrian & Cycle Links**

48. The southern boundary of the site abuts Park Road which continues east to become the Felling Bypass. These two sections form part of the A184 primary road running through Gateshead, connecting to the A19 and A194(M)



at its eastern end, across the A167 (Gateshead Highway) and linking through to the A1 Western Bypass. This major route provides direct access to both Gateshead's and Newcastle's central areas.

49. The very high traffic volume of the A184 mean that the Felling Bypass and Park Road sections of this primary route present a major barrier to pedestrian movement between Felling, the Stadium, and river to the north.

50. Currently there are two signalled, staggered pedestrian crossing points traversing this section of the A184; one set back from the junction of Old Fold Rd / Felling Bypass and another near the south-eastern corner of the Regional Performance Centre.

51. 1. St James Boulevard – This is the main pedestrian connection to the site - a dedicated cycle and pedestrian route that runs from the south end of St James Rd to the Felling Bypass through the new St James residential development.

52. This is the primary pedestrian route linking the site to Gateshead Stadium Metro Station, the surrounding residential areas and (via Sunderland Rd) Gateshead Centre.

53. 2. Felling Bypass – There are footways on both sides of the Bypass that link to Gateshead Centre in the west. However these routes are of poor environmental quality, running alongside the busy Bypass and travelling through inhospitable industrial & commercial areas. Reaching Gateshead Centre also involves using an at-grade crossing or subways to negotiate the barrier of the Gateshead Highway (A167).

54. 3. East Gateshead Cycleway – A dedicated, traffic free cycle route, adjacent the to footway, that runs along the south side of the Felling Bypass.

55. 4. Keelman's Way – A dedicated, traffic free cycle route that runs along the River Tyne, located to the north of the site. However connections from Keelman's Way to the site, across Tyne Main Road, are poor.

56. As stated above, pedestrian and cycle routes through the site should be created as well as improving connections to existing routes in the area, particularly Keelman's Way to the north.

## **CHARACTER & IDENTITY**

57. East Gateshead has traditionally been the location for commercial and industrial businesses and large areas of social housing. On the whole the Felling Bypass corridor is characterised by a poor built environment; low quality industrial buildings; car show rooms; poor pedestrian permeability (east-west and north-south); and isolated pockets of housing adjacent to industry and a busy dual carriageway.

58. The streetscape immediately surrounding the southern edge of the site has been enhanced substantially in recent years due to environmental improvements linked to the development of St James Village, the new Regional Sports Centre, and the completion of the East Gateshead Cycleway.

59. In the main this has taken the form of substantial tree planting with new buildings set back from the Bypass. Whilst this gives a green feel to this area, the trees in partnership with inactive building frontages, surface car parking and poor permeability into the site serve to partially sterilise pedestrian activity.

60. Whilst GIS may not be of great architectural merit, it is a major presence on the Felling Bypass. There is potential, through new development, to greatly improve the impact and sense of place and sense of arrival that GIS could deliver, particularly along the Felling Bypass frontage.

61. New development should complement the existing buildings and forms with an emphasis on creating a sense of place and arrival that befits the site in its role as a major sporting venue. Creating a sense of arrival is particularly important for any new development.

62. Architecture should be contemporary in form with building and landscape design emphasising design quality in respect of materials and details and utilise a simple material palette.

### **Permeability**

63. The Felling Bypass, proliferation of industrial uses, pre war housing estates and new residential development has produced an urban form dominated by large footprint buildings separated by undefined open spaces. Permeability and legibility are poor, severely limiting pedestrian movement in the area, particularly north of the Bypass.

64. To address the issues above the Council aims to transform the site into a major gateway to the river Tyne, linking the surrounding residential communities and green spaces to the river beyond.

65. New development must provide a permeable and legible network of routes that connect between existing and new access points. Routes should enable movement from the gateway area through the site, across Tyne Main Road, and into the Saltmeadows Riverside / River Tyne area.

66. To encourage pedestrian movement and activity there should be pedestrian access points from the footpath between any new development and the existing Regional Sports Centre.

See 'Proposed Pedestrian Access & Routes' Plan.

### **Public Realm**

67. There is an almost continuous strip of greenery along the southern edge of the site, fronting onto the Felling Bypass. The trees, shrubs and grassed areas form an integral part of the Stadium site's composition and should be retained.

68. The sense of enclosure of the existing pedestrian gateway could be improved by lining the western edge of the area with an active frontage, where the current surface car park currently stands.

69. New development to the east of Regional Sports Centre should ensure the space in between is clearly defined as a pedestrian access point into the site, improving the sense of enclosure by providing an active frontage onto this space.

### **Frontage & Activation**

70. The existing surface car parks and Regional Performance Centre present a fairly inactive frontage onto the Felling Bypass. New development should provide activation at ground floor level, with main entrances orientated towards the Felling Bypass and the main pedestrian routes.

71. New development, particularly any on the surface car park site, should reinforce the existing pedestrian gateway as an important public space.

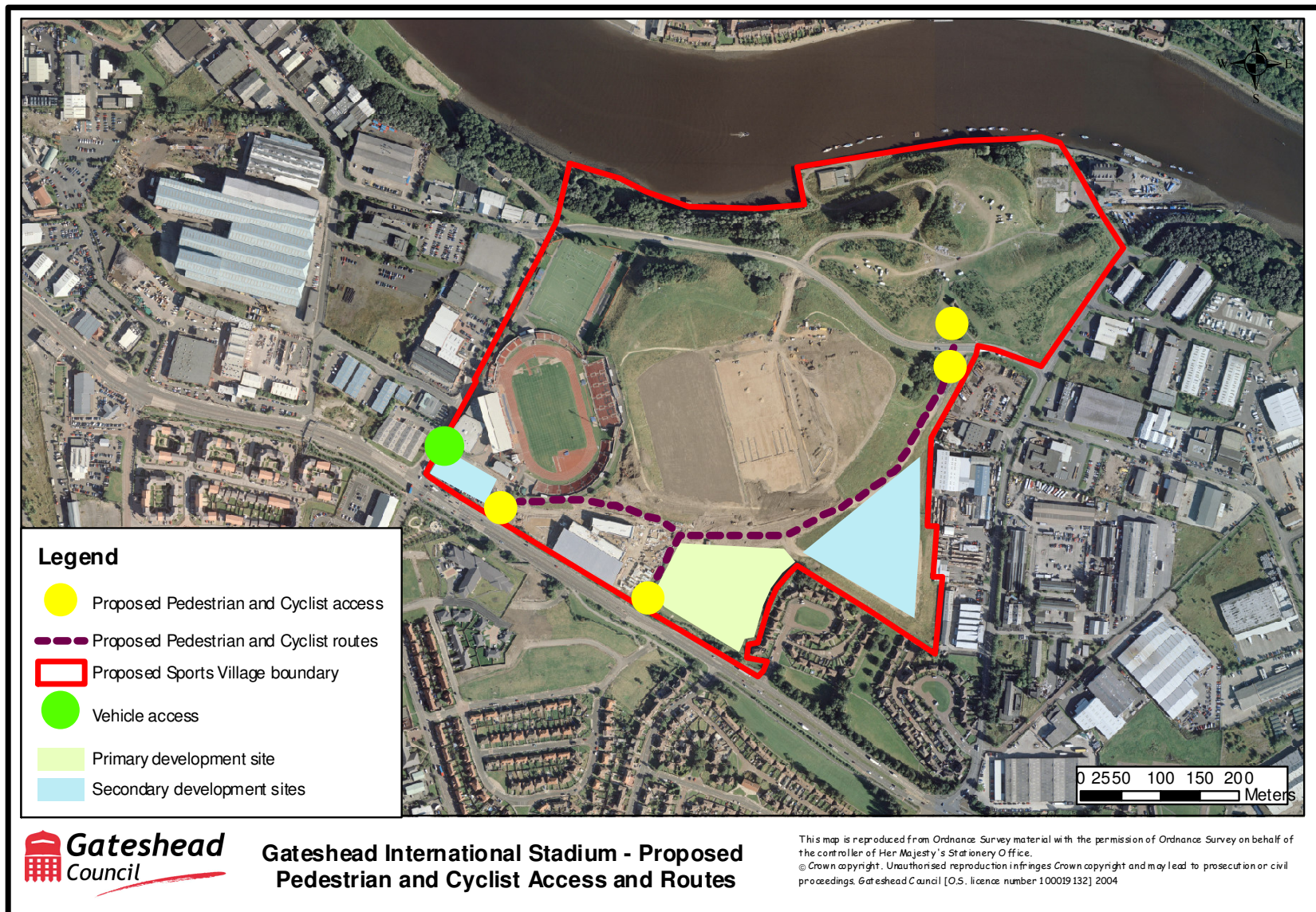
72. Pedestrian routes and spaces should be well defined by buildings with strong frontages that create a sense of enclosure.

73. Building layout should establish a clear definition of public and private space with no residual spaces of indeterminate status or function.

### **Height & Massing**

74. The height and massing of new development should be appropriate to the site and consider neighbouring development. There is an opportunity for a gateway building on the existing surface car park. New development should not enclose the space fronting onto the Felling Bypass but create a series of clearly defined but related buildings set amongst landscaping.





## POLICY REVIEW & PLANNING PRINCIPLES

### Regional Spatial Strategy (RSS) Context

75. The RSS sets out a broad development strategy for the region for the period to 2021 and is part of the statutory Development Plan, as described in the Planning and Compulsory Purchase Act 2004.

76. To support the development of the Tyne and Wear City Region, RSS Policy 9 gives priority to the regeneration of the central parts of the Tyne River Corridor for appropriate mixed use development extending over North Felling. Consideration should be given to RSS Policy 9 and Policy 13 - Brownfield Mixed Use Locations, which identifies the Tyne River Corridor.

### Unitary Development Plan Context

77. Part of the site, as identified in this Development Brief, is allocated for a mix of uses under UDP Policy MU21 – Gateshead Stadium, which states that:

78. *“Development which supports and/or complements the role and functioning of the sports facilities associated with GIS, and which fall within the following use classes, will normally be permitted:*

- *restaurants & cafes (A3) (ancillary);*
- *hotels (C1);*
- *residential institutions (C2)*
- *non- residential institutions (D1); and*
- *leisure (D2).*

79. *The Site is located adjacent to GIS and the Regional Performance Centre, and has the potential to provide additional sports-related development, including a hotel, education and training centre leisure uses.”*

### Character, Design & Public Art Policies

80. UDP policy ENV3 requires that the design, density and scale of new development should make a positive contribution to the established character and identity of its locality. The Stadium site provides an excellent opportunity to positively enhance the built environment in the area and identify it as a gateway into Gateshead.

81. UDP Policies ENV4 and ENV5 set out the urban design principles and public realm requirements for development for development within Central Gateshead.

82. UDP Policy ENV6 requires that public art will be expected within development located within Central Gateshead and within important public space, major development sites and prominent positions. Developers should contact the Council for advice regarding public art provision at the outset of the design process.



## **Commercial, Retail, Tourism & Leisure**

83. UDP Policy JE5 sets out the policy context for sustainable tourism development. The policy requires intensively used footloose tourism including intensive sport and recreation uses to consider sites firstly within Gateshead Town Centre and then within allocated mixed use sites such as this site, before considering other edge of centre and out of centre sites. Tourism attractions and facilities will also need to be accessible by a choice of means of transport; protect, enhance and maintain the natural environment; benefit the local economy and people. Development that would reduce the appeal to visitors of the existing tourist assets such as the stadium will not be permitted.

84. A sequential test will need to be undertaken for hotel development on this out of centre site in accordance with Policy JE5 of UDP criterion a and PPS6. In accordance with para 3.19 PPS6, evidence will need to demonstrate why there are no practicable alternatives in terms of availability, suitability and viability within Gateshead Town Centre and Newcastle City Centre reflecting Policy JE5a and PPS6. In accordance with para 3.4 PPS6, any application for hotel development will need to demonstrate: the need for development, the development is of an appropriate scale, no unacceptable impacts on existing centres (particularly Gateshead taking account of para 3.22 of PPS6) and accessibility.

85. RSS Policy 16 Culture and tourism requires planning proposals should promote culture and tourism including provision for sport and leisure and the resources which support these, by:

- a) improving the first impression gained by visitors arriving and passing through the Region, including supporting environmental improvements to gateways and transport corridors;
- b) ensuring that the development of culture, sports, leisure, recreation and tourist facilities and attractions protects, invests and enhances and maintains the Region's natural, built and heritage environments,
- c) ensuring that the planning and development of cultural, sports, leisure, recreation and tourism facilities of regional or sub-regional significance is taken forward in a coordinated way, including working across local authority boundaries;
- d) encouraging cultural, sport, leisure, recreation and tourism developments that benefit the local economy, people and environment without diminishing the attractiveness of the place visited;
- e) ensuring that the identification and development of cultural, sports, leisure and recreation and tourist facilities is guided by the principles of sustainability and information on market demand, including maximizing opportunities to travel by means other than the private car;
- f) ensuring all major cultural, sports, leisure, recreation and tourism attractions and services are accessible by a range of transport modes to improve links to develop the Region as an integrated visitor destination; and

- g) encouraging the creation of concentrations of cultural, sports, leisure, recreation and tourism related development within sustainable locations to contribute to wider regeneration objectives.

86. This site has been assessed as part of NewcastleGateshead's Hotel Futures Study (2008), which provides a market assessment to 2021 for new hotel development within the Newcastle Gateshead area. This study provides an assessment of existing supply and projected demand for NewcastleGateshead city centre and outer area and can provide the context for a more detailed market assessment. The hotel study considers that site has appeal for hotel development (probably budget) given that it generates demand for sporting and other events and is a known destination point.

87. The study does highlight there is growth potential in the NewcastleGateshead Hotel Market from a range of generators including corporate demand, development of a regional conference and exhibition centre, contractors market and leisure break as retail, cultural, attractions and events develop. The study does however state that there are a far greater number of new hotel bedrooms than the growth projections show market potential for and there maybe a danger of oversupply if too many projects proceed.

88. The Good Practice Guide on Planning for Tourism (DCLG) provides useful guidance that may also be material to individual planning decisions. It includes guidance on individual planning considerations including: reducing the impact upon sensitive environments by producing green transport plans and establishing a visitor management programme; ensuring development is well designed and fits into the surrounding environment.

89. Developers should also refer to the North East England Tourism Strategy 2005-2010, Regional Economic Strategy, Tyne and Wear- Tourism Management Plan and Tyne and Wear City Region Business Case and Development Programme, that to set out priorities for investment in the tourism sector.

### **Transport and Cycling**

90. UDP Policy T1 details the requirements for new developments that are likely to have a significant impact and the transport network, including an accessibility assessment (& action plan), a transport assessment, a travel plan and contributions towards off-site transport measures.

91. Due consideration should also be given to the Council's adopted Cycling Strategy and Interim Policy Advice 11 – Parking Guidelines.

### **Outdoor sports facilities, urban green space and natural environment**

92. The type of uses on this site and its location adjacent to the river Tyne means that a number of UDP policies covering green space and habitat should be considered in relation to new development.

93. UDP Policy CFR17 provides for the retention of existing outdoor pitches, sports and other facilities. It is not envisaged that any existing pitches or facilities will be lost due to development; however some may be relocated within the site if agreed by the Council.

94. UDP policies ENV27-Urban Green Space, CFR23 – Public Open Space and CFR26 – Accessible Natural Green Space all seek to protect, enhance and increase, where possible, open and accessible green space.

95. The following UDP Policies should also be considered: DC1: Environment (and in particular policies a), b), c), d), e), f), h), j), s)), CFR25 – Countryside Recreation, CFR26 - Accessible Natural Greenspace, ENV28 – Green Corridors, ENV35 – Countryside Access and Management, ENV44 – Woodland Tress and Hedgerows, ENV46 – Durham Biodiversity Action Plan, ENV47 – Wildlife Habitats, ENV49 – Sites of Nature Conservation Importance ENV50 – Local Nature Reserves, ENV51 – Wildlife Corridors, ENV52 – Creation of New Wildlife Habitats and T6 – River Tyne Corridor.

96. The site is within the Tyne Gorge Study area and therefore UDP policy ENV26 and IPA Note 4 needs to be complied with. New development should safeguard or enhance the Tyne Gorge's setting and a Design and Access Statement should be submitted as part of the planning application.

97. Proposals should have regard to PPS9: Biodiversity and Geological Conservation, which sets out the Government's vision for conserving and enhancing biological diversity in England, with the broad aim that planning, construction, development and regeneration should have minimal impacts on biodiversity and enhance it wherever possible.

### **Flood Risk**

98. The site is within flood zone 1 (low probability) based upon the risk from fluvial and tidal flooding as part of the Tyne and Wear Strategic Flood Risk Assessment (SFRA), produced by JBA consultants and jointly commissioned by the Environment Agency (EA) and the Tyne and Wear Councils. The Council has commissioned further work on SFRA to assess other sources of flooding including areas vulnerable to surface water flooding caused by intensive rainfall, ground water, and localised historic flooding and the implications of climate change.

99. However the site is adjacent to River Tyne. Policy 34 of the RSS relating to the aquatic and marine environment requires new development along river corridors to take account of its potential polluting effects; any opportunities for improvements and conservation of water quality; the possibility of flooding onsite and elsewhere along the watercourse; the availability of water resources; biodiversity; the impacts of climate change and the incorporation of necessary adaptation and mitigation measures, and the risk from minewater pollution.

100. Any planning application will need to have regard to UDP Policy ENV57 and Gateshead's Strategic Flood Risk Assessment and national planning policy PPS25 and PPS25 Development and Flood Risk Practice Guide. Any planning applications for development proposals of 1 hectare or greater in Flood Zone 1 (low risk) will need to be accompanied by a flood risk assessment (FRA) and the Environment Agency would need to be consulted (PPS25 para 26 and E9). This includes development of sites in Flood Zone 1, which could have implications for downstream flooding due to increased run-off as well as the effects of surface water run-off within the site itself.

101. The flood risk assessment would need to be meet the requirements of Annex E3 of PPS25 Practice Guide and the Environment Agency guidance note 1 (<http://www.pipernetworking.com/floodrisk/fra1.html>). The FRA will need to assess the risk and mitigation of all sources of flooding, including surface water and sewers, and demonstrate how flood risk will be managed for the lifetime of the development taking into account climate change.

102. Surface water management issues should be covered within the FRA. Surface water management is a material planning consideration and a key component design and will need to be considered at the earliest stage in the planning and design process, in consultation with the Council, Northumbrian Water and Environment Agency. Run-off from previously developed sites should be compared with existing rates, not greenfield rates for the site before it was developed. However, developers are strongly encouraged to reduce the run-off rates from previously developed sites as much as is reasonably practicable.

103. Sustainable Drainage Systems will be encouraged where practicable reflecting PPS25 and Policy ENV57 of the UDP to improve environmental quality and as well as control surface water run-off. Further guidance can be found within the PPS25 Practice Guide.

### **Climate Change**

104. Development proposals will need to pay attention to adapting and mitigating to climate change. Regard will need to be given to Planning and Climate Change Supplement to PPS1 in accordance with para 39 and RSS Policy 3. In accordance with PPS1 para 41 Design and Access Statements should show how the proposed development will contribute to the Key Planning Objectives set out in PPS1 Supplement and relevant RSS policies.

105. In particular regard should be given to para 42 of PPS1, which states: 'In consideration of the environmental performance of proposed development, taking particular account of the climate the development is likely to experience over its expected lifetime, planning authorities should expect new development to:

- comply with adopted DPD policies on local requirements for decentralised energy and for sustainable buildings, unless it can be demonstrated by the

- applicant, having regard to the type of development involved and its design, that this is not feasible or viable;
- take account of landform, layout, building orientation, massing and landscaping to minimise energy consumptions, including maximising cooling and avoiding solar gain in the summer; and overall, be planned so as to minimise carbon dioxide emissions through careful consideration to how all aspects of development form, together with the proposed density and mix of development, support opportunities for decentralised and renewable or low carbon energy supply;
  - deliver a high quality local environment;
  - provide public and private open space as appropriate so that it offers accessible choice of shade and shelter, recognising the opportunities for flood storage, wildlife and people provided by multifunctional greenspaces;
  - give priority to the use of sustainable drainage systems, paying attention to the potential contributions to be gained to water harvesting from impermeable surfaces and encourage layouts that accommodate waste water recycling;
  - provide for sustainable waste management; and
  - create and secure opportunities for sustainable transport in line with PPG13 including through the preparation and submission of travel plans; providing for safe and attractive walking and cycling opportunities including, where appropriate secure cycle parking and changing facilities; and an appropriate approach to the provision and management of car parking'

106. There is a Working Draft of Practice Guidance to support the implementation of PPS: Planning & Climate Change (March 2008, ERM Faber Maunsell), which applicants should refer to.

### **Sustainable Development**

107. Planning and Climate Change Supplement to PPS1 supersedes UDP Policy MWR35. The first part of Policy MWR35 that encourages measures to improve energy efficiency, renewable energy generation and sustainable design is still applicable. Reflecting RSS Policy 38 b, the Council also encourages but no longer requires construction to higher building performance standards such as BREEAM to achieve high energy efficiency and minimise consumption. RSS 38a states that planning proposals should ensure that the layout and design of new buildings and developments minimise energy consumption.

108. Regard should also be given to RSS Policy 38 d. It states that 'in advance of local targets being set in DPDs, major new developments of 1000m<sup>2</sup> of non-residential floorspace should secure at least 10% of their energy supply from decentralized and renewable or low carbon sources, unless, having regard to the type of development involved and its design, this is not feasible or viable'. The Council will therefore require appropriate evidence as to the feasibility and viability of major development achieving this regional target.



109. Regard should also be given Policy JE4 Sustainable Economic Development, particularly criteria c, d, and e.

### **Security**

110. UDP policy ENV30 requires that all new developments should assist in reducing opportunities for crime by creating appropriate designs and layouts, while maintaining a high standard of appearance, amenity and accessibility. Developers will therefore be expected to build security measures into any scheme and to produce a layout that provides distinctive, attractive and well-designed defensible space, with good natural surveillance. IPA1: Crime Prevention in New Development gives more detailed guidance.

### **Ground contamination, ground conditions & archaeology**

111. The site has a long history of industrial use with chemical and engineering uses and coal mining taking place on the site, and a range of industrial uses located in the wider area

112. Extensive remediation works were undertaken within the site, immediately to the east of the arena, between 1996 and 2005. These works involved the construction of a cut off wall around the site, removal of some chemical waste, installation of a pumping system, clay capping was placed across the site, and a facility to contain thixotropic waste (encountered during earthworks) was constructed in the south east corner of the site.

113. These remediation works have had a direct bearing on the current layout of the site with sports pitches located to the centre of the site and more viable development sites located to the edges, particularly along the Felling Bypass.

114. In 2006, Gateshead Council commissioned Atkins to undertake a combined geotechnical and contaminated land investigation at the site. This project was undertaken in order to supplement historical site investigation data and to provide data for the potential future redevelopment of the area between the existing west stand and the South Terrace. The Report reached a number of Geotechnical and Ground Condition conclusions and recommendations regarding future development. The Atkins Report and information on the recent remediation works are available on request.

115. PPS23 (Annex 2 specifically) advises that planning applications on this site should include a Preliminary Risk Assessment (PRA). This should comprise a desk study, site walk over and conceptual model which should be included as part of the application prior to determination (para 2.43). In accordance with PPS23 (2.49) the Council will need to be satisfied that the development does not create or allow unacceptable risk from the condition of the land or adjoining land. Regard will also need to be had to UDP Policies ENV53 and ENV54.

116. An archaeological desk based assessment will also be required to validate any future planning applications.

## **Noise**

117. Acceptable uses on the site, as detailed in UDP Policy MU21, include both noise-sensitive and noise-generating development. Any development proposals should therefore give full consideration to the relevant UDP Policies – ENV60 AND ENV61.

## **Accessible & Inclusive Environment**

118. All development proposals for the MU9 site should be designed to help create an accessible environment which is fully inclusive to all users. Particular reference should be made to UDP policy ENV32, and prior to seeking planning permission applicants are advised to consult with the Gateshead Access Panel (GAP) over disability and access requirements.

## **GENERAL STATEMENTS**

### **Service & refuse collection**

119. Access should be provided for grounds maintenance vehicles, delivery vehicles and refuse collection. When GIS is operating in major event mode consideration needs to be made for the significant infrastructure required by outside broadcast organisations and event management companies.

### **Communications**

120. The Council's aspiration for the Borough is that business's and residents can have access to a truly world class, resilient and reliable, high-speed (in excess of 100 megabits/second), open access, telecommunications network. The first area to benefit from this approach will be Baltic Business Quarter and the Council is keen to ensure that the systems employed will be deliverable on other sites throughout the Borough.

121. An underground broadband cable television service is gradually being provided throughout the Borough. Whilst it is not a requirement of obtaining planning permission, developers are urged to contact the relevant cable operator. This will enable consideration to be given to the installation of underground cables and the provision of apparatus placement during the development's construction. It is desirable that provision be incorporated at the outset so as to avoid unnecessary disturbance and costs at a later date.

### **Pre – application advice**

122. Developers can make use of Gateshead Council's 'Development Team Approach'. This approach brings together every service provided by the Council that contributes to the development process - planning, building control, environmental health, economic development, landscape design, highways and structural engineering, legal services and property. The Development Team will guide developers and their consultants through the whole development process including seeking planning permission, obtaining the building regulation approvals and environmental health consents.

### **Planning Application requirements**

123. The following will need to be submitted as part of a planning application:

- Flood Risk Assessment
- Environmental Statement
- Transport Assessment
- Travel Plan
- Design and Access Statement
- Sustainability Statement – including feasibility assessment of contribution from on-site or near-site renewable energy or low carbon generation.
- Retail Impact Assessment

- Potentially Contaminated Land
- Air Quality Assessment
- Ecology Report
- Statement of Community Involvement
- Archaeological Assessment
- Extended Phase 1 Habitat and Protected Species Survey

### **Section 106 obligations**

124. The following obligations are likely to be sought but the exact requirements will be dependent on individual submissions:

- Sustainable Transport Contribution
- Necessary improvements to transport infrastructure or public transport services identified as part of the transport assessment and/or travel plan;
- Continued support for the development, monitoring and implementation of the travel plan for the site.
- Highways improvements
- Car Park Management
- Public art
- Sizes/types of retail