

GATESHEAD INTERNATIONAL STADIUM SPORTS VILLAGE



DEVELOPMENT BRIEF

MAY 2010

GATESHEAD INTERNATIONAL STADIUM - A WORLD CLASS VENUE

1. Gateshead International Stadium (GIS) is a world-renowned sporting venue, providing superb facilities for athletes, sports clubs and the local community.
2. It is the home of the English Institute of Sport North East, Rugby Football Union North and Rugby Football League North as well as three major sporting clubs; Gateshead FC, Gateshead Thunder RFC and Gateshead Harriers & Athletics Club.
3. It attracts regular world-class events as well as hosting national, regional and local competitions. It has also been host to many major events such as the Aviva British Grand Prix and the facilities have been included in London 2012 Olympic & Paralympic pre-games training camp guide.
4. The activities of the three major sporting clubs attracts participants and spectators from across the country. All of this activity gives Gateshead International Stadium a unique profile across a range of sports.

SUPPORTING AN ACTIVE & HEALTHY GATESHEAD

5. Gateshead Council is committed to helping its residents become the healthiest in the country. Gateshead's Sustainable Community Strategy, Vision 2030, outlines a series of ambitious objectives for Gateshead.
6. One of the Big Ideas included in Vision 2030, Active and Healthy Gateshead, sets out a series of objectives aimed at ensuring that people have the opportunity to make positive lifestyle choices to improve their physical and mental health. The Council views the development of Gateshead International Sports Village as crucial in meeting these objectives.

THE FUTURE – GATESHEAD INTERNATIONAL STADIUM SPORTS VILLAGE

7. In order to safeguard and improve its position and reputation for delivering world class facilities and events the Council and its partners aim to enhance and add to existing sporting and spectator facilities over the coming years through a programme of improvements to the stadium arena and, through partnership with a developer, provide an ice arena and/or indoor ski slope and complementary development.
8. The ultimate aim is to create a "Sports Village" fit for the 21st Century which will ensure Gateshead continues to provide world class sporting facilities and delivers on it's commitment to make it's residents the healthiest in the country.

VISION

NEW DEVELOPMENT WILL COMBINE WITH ENHANCED SPORTING AND SPECTATOR FACILITIES TO CREATE A **SPORTS VILLAGE** CAPABLE OF DELIVERING **WORLD CLASS FACILITIES** TO LOCAL, REGIONAL AND NATIONAL SPORTING COMMUNITIES AND ENABLING RESIDENTS TO IMPROVE THEIR HEALTH.

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

DEVELOPING GATESHEAD INTERNATIONAL STADIUM SPORTS VILLAGE

Planned improvements

9. In 2010 work will begin on a £7.6 million programme to refurbish and improve the existing GIS arena. This will include improved spectator provision, improved athlete accommodation, improved medical & welfare facilities and a new media, hospitality, facility and event management centre.

New and complementary development

10. To enable the creation of GIS Sports Village the Council seeks a development that will support, complement and enhance the role and functioning of the existing facilities.

11. The ambition is that proposals for development would bring together a variety of complementary activities on the site that would attract different audiences and visitors to the sports village to make use of the range of facilities on offer.

12. As part of the GIS Sports Village the Council has an aspiration for the provision and operation of:

- an ice arena, with seating to accommodate ice hockey and other events;
- an indoor ski slope; and
- complementary, sports-related uses in support of an ice arena and/or indoor ski slope including, hotels, restaurants and cafes.

13. The Council also wishes to utilise the site'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 Tyne. If necessary the Council is willing to examine the potential of utilising other sites in East Gateshead to achieve its objective of providing an Ice Arena and/or Indoor Ski Slope.

14. Two strategies support the Council's aspiration for the provision of an ice arena and/or indoor ski slope. Sport England's "Regional Facilities Strategy 2008" found that the North East has only two ice rinks, half that of the regional average, and that these are coming to the end of their usable lives. The Strategy also found that there is no year-round ski slope provision in the NE i.e. indoor ski slope. This finding is supported by Tyne & Wear Sport's "Sub Regional Facilities Strategy (Sept 2009)" report, which examined current sports facility infrastructure in Tyne & Wear and identified gaps in the current provision. The report found that there is no provision for indoor ski slopes in the region, stating that snow provision is of regional significance and

identifying the GIS site as a regional facility that could meet the gap in this provision.

Council objectives for the Gateshead International Sports Village site

15. The Council's objectives for the site are:

- The provision and operation of: an ice arena; an indoor ski slope; and other sports related development;
- The realisation of a comprehensive, coherent scheme design that effectively combines new and existing sports-related development;
- The creation of a Sports Village that will act as gateway to central Gateshead and the River Tyne; and
- To achieve a sustainable, high quality development accessible to all users.

Development Brief for Gateshead International Sports Village

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

Unitary Development Plan (UDP) context

17. 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). Whilst the UDP provides the current local development plan context, it should be noted that there is an emerging Local Development Framework and a developing evidence base. That evidence base and emerging Core Strategy, covering both Gateshead and Newcastle, will inform prospective developers of the future policy direction in the area.

18. 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).

19. In order to achieve its vision of creating 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 i.e. the uses listed above are acceptable across the whole site, not just within the MU21 boundary.

20. 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.

Development Brief – status of document

21. This Development Brief was approved by Gateshead Council on the 25th May 2010. 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.

22. Comprehensive consultation has been undertaken on this development brief, both with statutory consultees and with the public throughout February, March and April 2010. The document and a questionnaire were available on the Council's website (via a link on the front page) and at a number of community engagement events, allowing members of the public to view the document, ask questions and record their views.

23. In total, more than 450 people responded using the questionnaire, via the website and at the community consultation events. The vast majority of respondents supported the redevelopment of the GIS site for sports related development. Further information can be found in Appendix 1.



- GIS Sports Village boundary
- Mixed Use site - MU21
- Land and buildings to be retained

**Gateshead International Stadium
Sports Village - Site Boundary**

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SITE LOCATION, DESCRIPTION AND AREA CONTEXT

Site location

24. The GIS Sports Village site is located 2 miles east of Gateshead 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.

25. The 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

26. The site occupies 24.4 hectares of land. Current facilities consist of the athletics arena, fitness suite, sports hall, various outdoor sports pitches and an indoor athletics hall which provides training and education facilities for Gateshead College's Sports Academy and is home to the English Institute of Sport North East.

27. To the north of the site, between Tyne Main Road and the river, lies Saltmeadows Riverside which 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.

Area context

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

29. 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.

30. 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.

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

32. The regeneration of Gateshead Quays and Baltic Business Quarter continues with a number of major developments operating successfully; Gateshead College, Baltic Place or under construction; Jury's Inn. These developments and the two adjacent Primary Employments Area's provide employment for more than 6,000 people.

33. 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

34. Mid 19th century

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

35. Late 19th century / early 20th 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.

36. 1926 onwards

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

37. 1942

Site cleared after demolition of the works.

38. 1955 onwards

Gateshead Youth Stadium opened, comprising a cinder running track and asphalt cycling track.

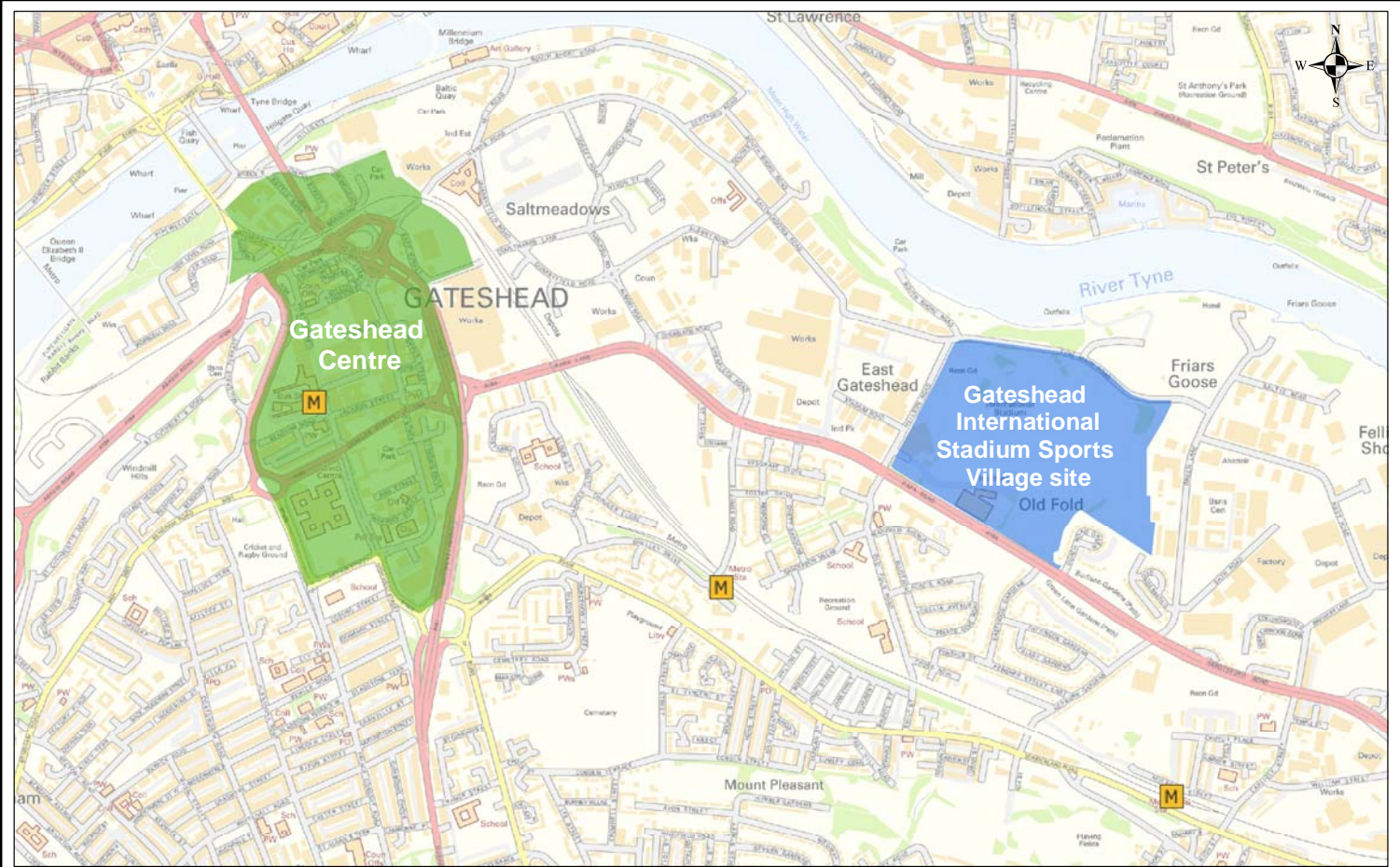
39. 1970s & 80s

Major expansion work encompassing improvements to the athletics facilities, new indoor and outdoor pitches for a range of activities and investment in site infrastructure, including floodlights, a seating grandstand and a tartan synthetic track .

40. 2006

A new state of the art Indoor Athletics training facility opened which is home to the English Institute of Sport in the North East. A number of classrooms and ancillary facilities adjoin the Indoor Athletics Hall for 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.



Gateshead International Stadium Sports Village - Site Location

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PRINCIPLES OF DEVELOPMENT

Overarching development principles

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

42. Given the potential scale of development and impact an Ice Arena and Indoor Ski Slope would have 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.

43. New development will provide a sense of arrival and a sense of place that befits a facility of international status.

44. It is also important that new development provides the public with a legible gateway from the bypass with safe and attractive pedestrian & cycle links through the site to the riverside.

45. Saltmeadows Riverside, to the north of the site, is an important resource providing green open space, access to the river, a Local Nature Reserve and Keelman's Way. As part of the development of the Sports Village this area should be improved to provide inclusive, intuitive, safe and attractive access to the River Tyne corridor.

46. Utilising Saltmeadows Riverside and the river Tyne, development should aim to enhance the wider area in terms of habitat creation, recreation and the natural environment through the creation of multifunctional green spaces and routes within the site, connecting to wider area. These spaces and routes will give both site users and the wider population improved access to informal recreation & the natural environment with the potential of improved mental and physical health.

47. New development at the Sports Village, 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

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

49. 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.

50. 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 Indoor Athletics Hall. 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

51. 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

52. 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 Indoor Athletics Hall.

53. 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.

54. 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 however this is managed through off-site parking including park and ride.

55. A 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.

56. 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', and enable the creation of a more coherent development, combining new and existing buildings fronting onto the Felling Bypass. Early discussions with the Council should be sought to address such matters.

57. 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

58. 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.

59. 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.

60. 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.

61. 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.

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

63. 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).

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

65. 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.

66. 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 and Identity

67. 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.

68. 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 relatively new Indoor Athletics Hall, and the completion of the East Gateshead Cycleway.

69. 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.

70. 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.

71. 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.

72. 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

73. 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.

74. 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.

75. 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.

76. To encourage pedestrian movement and activity there should be pedestrian access points, where appropriate, fronting onto the Felling Bypass and Tyne Main Rd.

Public Realm

77. 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.

78. 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.

79. New development to the east of Indoor Athletics Hall 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

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

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

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

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

Height & Massing

84. 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

Forthcoming abolition of Regional Strategies

85. On the 27th May 2010 Eric Pickles, the Secretary of State for Communities & Local Government, wrote to Council leaders highlighting the Coalition Government's intention to rapidly abolish Regional Strategies (RS) and return decision making powers on housing and planning to local councils. The letter goes on to say that a formal announcement on abolition will be made soon.

86. This document makes reference to a number of RS policies and until a formal announcement is made and / or legislation is implemented Regional Strategies are a material consideration and still form part of the development plan.

North East Strategy context

87. The North East Strategy, currently incorporating both the Regional Spatial Strategy (RSS) and Regional Economic Strategy (RES), was enacted on 6th April 2010 under Part 5 of the Local Democracy, Economic Development & Construction Act 2009. 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.

88. 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

89. 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:

90. *“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).*

91. *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

92. 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.

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

94. 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

95. 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 and 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.

96. 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 PPS4: Planning for Sustainable Economic Growth. In accordance with PPS4, 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 PPS4. In accordance with PPS4, 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 PPS4) and accessibility. PPS4's accompanying Practice Guide – Planning for Town Centres is also of relevance to this brief.

97. 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, creation 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.

98. 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.

99. 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.

100. 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.

101. 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. Also available, and set to replace the NE Tourism Strategy 05-10, is the Visitor Economy Strategy 2010-2020 Consultation Draft.

Transport and Cycling

102. 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. It is advised that potential developers and consultants engage with relevant Council officers at the earliest opportunity to discuss the implications on the road network of any proposed development.

103. 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

104. 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.

105. 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.

106. 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.

107. 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.

108. 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.

109. 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

110. 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.

111. 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.

112. 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.

113. 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.

114. 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.

115. 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

116. 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 and DPD policies.

117. 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 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 (see Flood Risk section for further information);
- 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.

Sustainable Development and Renewable Energy

119. UDP policy MWR35 has been superseded by PPS1 climate change supplement. The RSS was adopted post publication of the PPS1 supplement; therefore, this element of the development plan is the most up-to-date position on on-site renewable energy and sustainable construction. Therefore in accordance with RSS policy 38 we would encourage and promote energy efficiency and high levels of BREEAM and the Code for Sustainable Homes. In addition the design and layout of new buildings should minimise energy consumption.

120. RSS Policy 38d goes on the set standards for on-site renewable or low carbon energy. It states that 'in advance of local targets being set in DPDs, major new developments of 1000m² 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.

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

122. It should be noted that the policy framework relating to climate change is evolving. The Council is in the process of preparing the Core Strategy as part of the Local Development Framework which will contain policies relating to climate change and include targets relating to sustainable construction and renewable and low carbon energy. The evidence base for the Core Strategy is in progress, and has demonstrated that it is likely that major mixed use development sites could be reasonably expected to reduce co2 emissions by 20% as a minimum. In addition the study makes recommendations on the level of [BREEAM](#) and [Code for Sustainable Homes](#) standards that could be required for new developments. The assessment looks at feasibility and viability of the various standards for different site and development typologies. The study supports requiring an energy performance equivalent to the Code for Sustainable Homes of level 4 for major mixed use development and that Code level 3 (overall) is a reasonable expectation for all residential development and a higher level for public led development. In addition it recommends that BREEAM level 'very good' could be reasonably required for all non-residential development. This evidence base will be used to formulate the new development plan policies, in addition it will be used to help assess developers' feasibility and viability testing of development sites that come forward. The study also recommends that a local tariff or carbon infrastructure fund could be set up to allow developers to make contributions where on-site measures are not feasible or viable.

123. Part of the LDF evidence base has also shown a heat demand map and identified six zones with good potential for district heating networks. Zones were chosen due to high and consistent heat demand, anchor loads (single site with high heat demand), existing community heating systems or planned new development or regeneration. Gateshead International Stadium Sports Village site falls within one of these zones (Gateshead Town Centre, Baltic Business Quarter, Bensham and Felling). Large scale development could assist in the delivery of heating networks, and this should be explored. It would also be encouraged that where it was not feasible or viable to install a district heating system, the infrastructure to be able to connect to such a scheme should be in place, so connection can occur if such a scheme were installed within the vicinity of the development site.

124. It should be noted that there is consultation draft of a revised PPS1 supplement 'Planning for a Low Carbon Future in a Changing Climate'. This PPS1 states that 'Local Planning Authorities should support the take-up of electric and plug-in hybrid vehicles and, in particular, encourage new developments with parking facilities to: (i). be designed to provide opportunities for charging such vehicles; (ii). include cabling for charging infrastructure; iii. provide charging infrastructure.' This is something that will be explored in the LDF, and will be subject to viability testing. In the mean time, providing electric car infrastructure will be encouraged.

Security

125. 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

126. 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

127. 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.

128. 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.

129. 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.

130. 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.

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

132. Whilst the site has been subject to past coal mining activity, it is likely that there are remnant coal resources within the site that are capable of extraction using surface mining methods. As part of the redevelopment proposals for the site consideration should be given to prior extraction of these resources, as part of the wider package of measures to ensure that any issues of land instability are appropriately addressed in accordance with PPG14 and MPS1.

133. Coal mining information held by The Coal Authority identifies that the site has been subject to past coal mining activity. This has left a legacy, in the form of mine entries (shafts and adits) and past underground workings at shallow depths. Proposals for redevelopment of the site should therefore incorporate a strategy for remediation to address any land stability issues. Any works which intersect, disturb or enter any coal seams, coal mine workings or coal mine entries require prior written permission from The Coal Authority. Further Information can be obtained from the licensing and permissions section of The Coal Authority website:
www.coal.gov.uk/services/permissions/index.cfm

Noise

134. 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

135. 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

136. 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

137. 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.

138. 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

139. 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

140. 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

141. 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

APPENDIX 1 – CONSULTATION & ENGAGEMENT

Consultation & Engagement with stakeholders and the public

142. The Draft GIS Sports Village Development Brief underwent stakeholder and public consultation throughout February and March 2010. The document was available to view and comment upon via a direct link on the front page of the Council's website. Users could view the draft Development Brief and make comments via an online questionnaire.

143. Local residents also received a letter inviting them to comment on the document online, by returning the questionnaire via post or in person at a number of public consultation sessions in the area. These consultation sessions took place during the 'Felling Week of Action' (22nd to 26th March 2010). The 'Felling Week of Action' was a week long community event, engaging with the whole community with the aim of formulating a Neighbourhood Agreement for the area.

144. Local residents were invited to attend one of three sessions, either at the Brandling Community Centre or at Gateshead International Stadium. Residents were able to view the Council's ideas and vision for the whole stadium site, speak to a Council officer in person and complete a questionnaire.

145. Statutory stakeholders were also invited to view the document online and provide more detailed responses if necessary.

Summary of responses

146. In total 440 people responded via the questionnaire; 375 online, 65 by post. 88% of respondents were in favour of building new facilities at the site, such as an Ice Arena, and improving access to and through the site. 1% was against, with the remaining 11% not knowing or responding.

147. At the public consultation sessions when asked which activities should be part of a new Sports village; 94% said yes to an Ice Rink, 78% said yes to an Indoor Ski Slope, 75% said yes to a Nature Trail and 60% said yes to a Hotel.

148. When asked what aspects of a new Sports Village were important to them; 97% agreed that it should be open & accessible; 92% agreed it should have improved pedestrian connections and car parking; 89% agreed it should be sustainable; 81% agreed it should be an access point to the river Tyne and 75% agreed new buildings should face the bypass and act as a landmark.

Transforming Gateshead International Stadium
- we want your comments

We want to improve and add to the current facilities at Gateshead International Stadium over the next few years and create a place that both athletes and residents can use.

(1) Overall, are you in favour of building new facilities, such as an Ice Rink, and improving access to and through the Stadium site?

Yes No Don't know

(2) Do you think the following activities should be part of a new "Sports Village"?

	Yes	No	Don't know
Ice Rink	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Indoor Ski Slope	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hotel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nature trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(3) At a new "Sports Village", is it important to you that it's:

	Yes	No	Don't know
Open and accessible to the public	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sustainable i.e. uses as little energy as possible and perhaps generates its own energy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
An access point to the River Tyne	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Buildings should face onto the Felling Bypass and act as a landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Connections to bus and Metro services are improved, as well as on-site car parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(4) Is there anything that you think should be included as part of a new Sports Village that we haven't mentioned?

(5) Do you have any other comments?

Name: _____

Organisation: _____

Address: _____

Email address: _____

Thank you for completing this questionnaire.

Copy of Questionnaire sent out to residents.

Transforming Gateshead International Stadium

We want to improve and add to the current facilities at Gateshead International Stadium over the next few years and create a place that both athletes and residents can use.



A "Sports Village" for Gateshead

We want to create a "Sports Village", which is a collection of buildings and facilities in one area all connected with sport and healthy activities.

A better place for residents

As well as improving the sporting facilities we want to create a safe and attractive place where people will want to spend time and use to get to the river Tyne.



Transforming Gateshead International Stadium

We want to make sure:

- It is easier for people to get to the stadium whether they are walking or travelling by bus or metro;
- It is easier for people to get through the stadium site and onto the river; and
- It is an attractive, safe and accessible place that people will want to use

Our Ideas for new facilities



Ice Rink



Hotel



Indoor Ski Slope



Nature Trails

What do you think of our Ideas?

What would you like to see?



Copy of display boards used during public consultation.