



South Tyneside Council

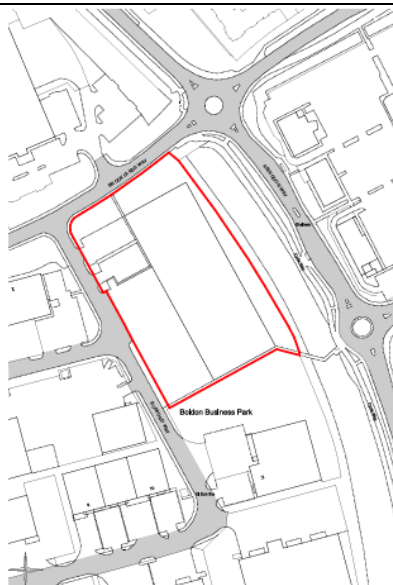
Reference: 260094

Location: Unit 1 Brooklands Way
Boldon Colliery
NE35 9LZ

Ward: Boldon Colliery

**Application documents
and plans can be found
here**

[HYPERLINK TO PLANNING EXPLORER](#)



Description: Change of use from Class B8 to Class E (d) for an indoor adventure park with associated external works

Applicant: AirHop

Agent: DLA Town Planning Ltd

**Reason for bringing the
application to Planning
Committee:** The development is a major development

Recommendation: Grant Permission with Conditions

Case Officer: Sean Gallagher

**Case Officer Contact
No.:** 07741 109463

List of neighbour representation addresses:
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None

Description of the Site

1. This application relates to a vacant B8 (storage and distribution) unit within the Boldon Business Park. The unit lies immediately to the southeast of the Brooklands Way/Burford Way junction, with access from Burford Way. To the immediate north and east of the unit lies an area of landscaping and further to the east is Abingdon Way and the Boldon Colliery District Centre. To the west of the unit there is an area of hardstanding which has historically been used for car parking and as a service yard. To the south and on the other side of Burford Way to the west there are further industrial units. The wider estate hosts a variety of industrial, light industrial, and storage and distribution businesses.
2. The building itself is constructed of metal cladding with loading bays to the eastern elevation facing onto a large hardstanding area. There is a separate car park to the northern portion of the hardstand adjacent to the building's pedestrian entrance.

Description of the Proposal

3. This application seeks full planning permission to change the use of the building from a B8 use to a Class E(d) use. The building would be used as an indoor adventure park, hosting various trampolines, obstacle courses and similar apparatus.
4. External alterations would consist of the replacement of one of the pairs of roller shutter loading bays with a pair of glazed entrance/exit doors. 'AirHop' branding would also be added to the southern elevation, western elevation and glazing and this would be subject to a separate advertisement consent application which would need to be submitted to the LPA.
5. The existing delivery hardstand area would be converted to a car park to host 94 car parking spaces (including 3 disabled spaces) and 13 Sheffield Cycle Stands. The existing lorry storage hardstand area would be utilised as an area for deliveries, with a dedicated refuse bin storage area. The existing car park would remain as a car park reserved for staff, providing 22 car parking spaces (including 2 disabled spaces) and 10 secure cycle spaces.
6. The existing landscaping to the north and east of the site would remain.

Relevant Planning History

7. The following planning history is relevant to this application:

ST/0027/18/FUL	Extension to the South of the existing building, with associated enlargement of an external hard standing area and new palisade fencing. The use of the proposed extension would fall within Use Class B2 or B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended).	Grant Permission with Conditions 18/06/2018
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ST/0636/20/NMA	Application for a non-material amendment to previously approved planning application ST/0027/18/FUL for an extension to the South of the existing building, with associated enlargement of an external hard standing area and new palisade fencing. Amendment now sought to include four new roller doors within western elevation.	Approve Non-Material Change 22/09/2020
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Summary of Consultation Responses

8. The following responses were received in response to the statutory consultation period which ended on 03/05/2026.
9. STC Countryside Team
10. No objections
11. STC Business Investment Team
12. Unit 1 Brooklands Way is a modern factory/ warehouse with two-storey offices. It is one of the largest industrial units currently available in South Tyneside and is situated in the well-established, popular and strategically located Boldon Business Park.

There are very few units in this size range available in South Tyneside and the Business Investment Team have experienced difficulty in finding suitable accommodation such as this for existing businesses looking for space to grow and remain within the borough, as well as businesses looking for opportunities to move into, invest and create new manufacturing jobs within South Tyneside.

In 2025 the Team received 38 enquiries for industrial accommodation in this size range and we believe the property remains attractive in terms of size, condition and location to a manufacturing or distribution end user/ occupier.

13. STC Environmental Health team
14. I have no objections or request of further information in terms of the impact on local air quality, or residential amenity in terms of noise.
15. STC Spatial Planning Team
16. The site is an established employment area defined as a Priority Industrial Area in the adopted Development Plan. The Spatial Planning team acknowledge that an assessment has been submitted in support of the proposal which contends that the site is not viable for employment use. It is also important to consider evidence regarding the spatial distribution of demand for employment sites in the borough. The Employment Land Review (2023) identifies a demand 'hotspot' in the southwest of the borough, where businesses would be able to take advantage of the good connections to the strategic road network. Monkton and Boldon business parks are very successful with very high levels of occupancy but consequently also very limited capacity for new businesses. This concurs with the experience of the STC Business Investment Team which is that they are struggling to respond positively to queries from existing businesses in the borough that are looking for new premises to expand and also to find units for businesses looking to move into the borough. The Business Investment Team also report a lack of supply of vacant industrial property currently being marketed in the borough.

The case officer will need to make a planning judgement as to whether the benefits contended by the applicant would significantly outweigh the loss of employment land.

The applicant contends that the impact of the proposal on the vitality and viability of Boldon District Centre would not be negative and have submitted an impact assessment. For the reasons presented in the assessment, the Spatial Planning team concur that it is unlikely to have an adverse impact on the vitality and viability of Boldon District Centre.

17. STC Transport Development Officer

The details of the application have been examined and are considered acceptable.

The proposed use would distribute vehicular traffic onto the highway network at regular intervals throughout the days rather than at peak morning and evening periods. This would provide a lesser concentrated impact at the busiest peak hour periods compared to the existing use, which is acceptable.

The site is located off a private unadopted section of industrial estate road, with parking restrictions on 3 elevations of the building, including along sections of adopted public highway. Car and cycle parking provision on site is considered acceptable relative to the uses proposed and no overspill of car parking onto the highway network is anticipated due to the extensive parking restrictions in the area and access being from a private industrial estate road.

The site is located conveniently for walking, cycling and public transport facilities, with the Boldon Retail area also being nearby to benefit from shared trips.

The Highway Authority therefore has no objection to the proposal.

18. Tyne & Wear Fire & Rescue Service
19. No objections
20. Northern Powergrid
21. No objections
22. Northumbria Police
23. Recommend accessible doors and windows are to a standard of LPS 1175 SR3 C5 so that the accessible points of entry have an increased level of security.

Recommend that external areas, main and secondary entrances, communal areas adjacent to internal doors, locker rooms, and storage rooms are covered by CCTV

Summary of Representations

24. The application has been publicised by 7no. letters, a site notice and a press notice.
25. 1no. representation has been received in objection to the proposal from an unknown address. The issues raised are summarised as follows:
 - Noise pollution
 - Concerns that children would wander around the streets.

Relevant planning policy

26. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that an application for planning permission must be determined in accordance with the adopted development plan, unless material considerations indicate otherwise.
27. The statutory development plan comprises the Council's adopted South Tyneside Local Plan 2023-2040.
28. The following policies of the South Tyneside Local Plan 2023-2040 are relevant to this planning application:
 - Policy 2 – Air Quality
 - Policy 3 - Pollution
 - Policy 22 - Protecting Employment Uses
 - Policy 27 - Prioritising Centres Sequentially
 - Policy 28 - Impact Assessment
 - Policy 47 - Design Principles
 - Policy SP17 - Strategic Economic Development
 - Policy SP18 - Employment Land for General Economic Development
29. The Local Development Framework (LDF) development plan documents also remain part of the development plan at the current time. The following documents are relevant to this planning application:
 - DM1 - Management of Development
 - DM2 – Safeguarding Employment Uses
 - ST1 - Spatial Strategy for South Tyneside
 - A1 - Improving Accessibility

- E1 – Delivering Economic Growth and Prosperity
- SC1 – Creating Sustainable Urban Areas
- SC2 - Reviving our Town Centres and other Shopping Centres
- EA5 – Environmental Protection

30. The following policies and guidance are also relevant to this planning application:

- Supplementary Planning Document 6 – Parking Standards

31. National planning policy is also a material consideration in determining this planning application. Relevant national policy comprises the National Planning Policy Framework (NPPF), National Planning Practice Guidance (NPPG), the National Design Guide and the National Model Design Code.

Assessment

32. The key issues in the assessment of this planning application are as follows:

- NPPF and Tilted Balance
- Principle of Change of Use
- Impact on Highway Safety
- Impact on Residential and Visual Amenity
- Other Matters

NPPF and Tilted Balance

33. The NPPF sets out at paragraph S3 “Presumption in favour of sustainable development” that decisions on development proposals should apply a presumption in favour of sustainable development. This means Policy S4 in this Framework should be applied when considering development proposals within settlements; and in all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay.
34. The application site is located within the settlement of Boldon Colliery. Policy S4 “Principle of development within settlements” of the NPPF sets out that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

Principle of Change of Use

35. Policy SP17 of the Local Plan seeks to attract new businesses and encourage existing businesses to grow within the borough.
36. Policy SP18 of the Local Plan seeks to ensure there is a continuous and flexible supply of employment land within the borough and identifies Boldon Business Park as employment land.
37. Policy 22 of the Local Plan states that development within allocated Employment Areas for alternative uses will only be supported where the applicant has clearly demonstrated through the submission of robust evidence that:

1. The site is no longer viable for employment purposes as demonstrated by an active and robust process of marketing extending to be at least 12 months and the applicant has demonstrated that redevelopment or refurbishment of the site is not viable for continued employment uses, or continued employment use would result in unacceptable traffic or environmental problems which would be significantly alleviated by the proposed use
 2. The standard of amenity that would be experienced by the future occupants of the proposal would be acceptable
 3. The proposed use would not prejudice the operation of neighbouring properties and businesses
 4. The proposed use would not result in an unacceptable reduction in the supply of land and buildings required for employment uses, taking into account the range and choice of available employment land for the remainder of the Plan period and the supply of employment land in the future.
38. LDF Policy DM2 states that proposals for non-employment uses in Predominantly Industrial Areas such as Boldon Business Park will only be approved where it is demonstrated that the employment use of the site or premises is no longer viable by the same or any other employment user and the site or premises would not make a significant contribution to the borough's employment land supply over the next 10-15 years or the proposal provides long-term benefits that would significantly outweigh the loss of land for employment use.
39. Policy 27 of the Local Plan states that development proposals for town centre uses that are not located within a defined centre shall require a sequential assessment. Main town centre uses shall be first located in the defined centres, then edge of centre locations, and only if there are no suitable sites shall out of centre locations be considered.
40. Policy 28 of the Local Plan sets out that proposals for retail and leisure uses of the scale proposed which are not located within a defined centre will also need to be supported by an impact assessment as set out in the NPPF.
41. Development in sequentially less preferable locations shall demonstrate that there are no available (or expected to become available within a reasonable period) suitable sites or premises in sequentially preferable locations, and that a flexible approach to scale and format has been applied.
42. LDF Policy SC2 seeks to direct uses such as that proposed to defined centre locations.
43. The proposed development would be a leisure use and would result in the loss of an employment use.
44. A leisure use is classified as a main town centre use, as defined by the National Planning Policy Framework (NPPF). The application site is located outside of any of the designated town or district centres as set out within the Local Plan Policies Map, although it does occupy an edge-of-centre location in relation to the Boldon Colliery District Centre.
45. Paragraph TC3 of the NPPF sets out that a sequential test should be applied to proposals for main town centre uses for which planning permission is required, where these are neither in an existing centre nor in accordance with an allocation for that

purpose in an up-to-date development plan. The sequential test means that main town centre uses involving new development should be located within town centres identified in the development plan; then, if this is not feasible, in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. When considering edge of centre and out of centre locations, preference should be given to accessible sites which are well connected to the town centre by sustainable transport modes.

46. The NPPF Policy TC3 makes clear that where an application fails to satisfy the sequential test, or is likely to have significant adverse impacts on investment in a centre or centres, or the vitality and viability of a centre, it should be refused.
47. Policy TC4 also requires an Impact Assessment to be undertaken for development of the scale proposed in this application and this should demonstrate that the development would be unlikely to have a significant adverse impact on existing, committed and planned public and private investment in a town centre or centres in the catchment area of the proposal; and town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).
48. The applicant has submitted a Sequential Test & Impact Assessment to accompany this application.

Impact upon Town & District Centres

49. In terms of the sequential test, the applicant has provided details of a search that was undertaken of all vacant commercial premises able to provide suitable accommodation for the proposed development in town and edge of centre locations, within South Tyneside, Sunderland and Gateshead. The search detailed that no suitable premises were available given the specific needs of the development, such as a large floorplate and high ceilings to accommodate trampolines.
50. The applicant has also submitted an impact assessment which concludes that the proposal would not result in any undue impact on existing centres. There do not appear to be any similar uses for the public in any of the nearby town centres, or in the wider borough of South Tyneside. Furthermore given the nature of the development it would have very specific requirements due to the height of ceilings, and size of floorplate required, and this is something that is not available within town centres. The applicant has also stated that the development does not seek to draw people away from the town centres and they consider that the development would facilitate linked trips given the proximity of the Boldon Colliery District Centre and it is considered that given the specialised nature of this facility that this would be the case.
51. The Spatial Planning team concur that the proposal is unlikely to have an adverse impact on the vitality and viability of Boldon District Centre.
52. Overall, it is considered that the requirements of the sequential and impact tests have been complied with in this instance. Consequently, the impact of the proposal upon the adjacent district centre and other centres would be acceptable. In order that the vitality of town and district centres is preserved going forwards, a condition is proposed that the use be restricted to this specific type of indoor leisure use - Use Class E(d) - and could not be used for any other Class E use.

Impact of the Loss of Employment Land

53. As set out above, the site is located within Boldon Business Park which is allocated as employment land on the Local Plan Policies Map, and the proposed use is a leisure use. This would result in the loss of employment land.
54. The Council's Business Investment Team have noted that they received 38 individual enquiries regarding industrial units within the size range of the application property during the course of 2025.
55. The unit on the application site has lain vacant since February 2024 when it was vacated by delivery company Evri. In terms of the requirements of Local Plan Policy 22, the applicant has provided details of marketing that has been carried out from August 2023 to October 2025, and details of the enquiries received with the final enquiry relating to the proposed development. They advise that 31 enquiries were received during this marketing period, but only one of these from the applicant has translated into a firm offer.
56. Local Plan Policy 22 also requires that the applicant has demonstrated that redevelopment or refurbishment of the site is not viable for continued employment uses. The applicant attests that the property no longer reflects current optimal market requirements for storage and distribution accommodation in terms of loading/unloading arrangements and vehicle circulation space and in this context, it would be unreasonable and unviable to expect the freeholders to undertake further refurbishment, particularly given the evidence of low demand and limited take-up of comparable-sized premises over the past 4–5 years which amounts to an average of 2 units per annum and bearing mind also the substantial supply of large premises such as this for industrial/warehouse units. In this regard there is around 90,000sqm of floorspace in 16 vacant large industrial/warehouse units within a 20 mile radius of the site and a further 442,000sqm of as yet unconstructed units including a sizeable number of larger units with outline or full planning permission across the North East with many of these units offering accommodation better suited to the requirements of present day warehouse/industrial occupiers.
57. It is considered that the future standards of amenity experienced by the future occupants would be acceptable in that there would be suitable interior space for the proposed use, and also suitable car parking as detailed below, and as a result this would satisfy limb (2) of Policy 22.
58. The site and its car parking and delivery areas are self-contained and, therefore, the development would not prejudice the operation of neighbouring properties and businesses as per limb (3) of Policy 22.
59. In terms of limb (4) of Policy 22, the proposed use would result in a reduction in the supply of land and buildings required for employment uses in the borough in a scenario where such supply is currently constrained. However, this harm needs to be considered alongside the above-mentioned lack of firm offers for the building from warehouse/industrial occupiers despite extensive marketing having taken place for over 2 years which appears to be a reflection of the deficiencies of the unit in terms of meeting warehouse/industrial occupier requirements, the very limited demand for large warehouse/industrial units and the substantial supply of such units across the wider region. Regard also needs to be had in the planning balance to the benefits of the proposal.

60. Furthermore, proposed alterations to the exterior of the building are minimal and could be reversed at a later date to allow for re-instatement of an employment use of the site were it to be no longer required for indoor leisure use.

Impact on Highway Safety

61. Local Plan Policy 47 requires that developments deliver well-considered parking that is sensitively integrated into the built form.
62. LDP Policy A1 seeks compliance with Supplementary Planning Document 6 (SPD6) which sets out car parking standards for the borough, whilst Policy DM1 (G & H) seeks to ensure that satisfactory access and highway safety is provided for. No specific standards are set out for an indoor adventure park as proposed. However, standards are set out for Sports Centres which set a maximum car parking standard of 1 space per 15m² GFA plus 1 space per 3 staff, with a provision of 75% in the Urban Area.
63. The applicant has submitted a Transport Assessment and Travel Plan to accompany the application.
64. The proposed development would have a GFA of 4,432m² and as a result, the parking standards as set out in SPD6 would require that a maximum of 222 spaces are provided for customers. The application documents state that there would be 40no. staff members and as a result the parking standards as set out in SPD6 would require that 11 spaces are provided for staff members.
65. The proposed development would include 94 customer parking spaces (including 3 disabled spaces) and 22 staff parking spaces (including 2 disabled spaces), and therefore 116 spaces overall. Whilst this would fall short of the 222 spaces as per the SPD6 standards, it should be noted that these standards are maximum standards and that there are no minimum car parking standards. The surrounding roads are subject to parking restrictions and therefore it is not considered that overspill car parking would arise that would result in harm to highway safety.
66. In addition, the site is located three minutes' walk from bus stops on Abingdon Way which are served by busses to Newcastle and South Shields (X34) every 30 minutes. Further services are available from bus stops on Cotswold Way and Hubert Street which are both located 8 minutes' walk away from the site to Sunderland (9, 35 & 36) 4 times per hour, South Shields (25) every hour, Hebburn (25) every hour, and Jarrow (36) every hour. As such it is considered that the site is located in a highly sustainable location with good public transport links.
67. The Highway Authority has raised no concerns regarding parking.
68. Whilst the proposed development would result in a shortfall of car parking spaces in relation to the maximum standard as set out by SPD6, it is considered that these are maximum standards and there is no minimum standards. Furthermore, as set out above the site is in a highly sustainable location with regards to public transport, and the surrounding roads are subject to parking restrictions to prevent overspill car parking. As a result, the level of car parking that would be provided is considered to be acceptable.
69. In terms of cycle parking, SPD6 sets out that the development should provide 2 cycle spaces per 100m² of GFA plus 1 space per 5 staff. Therefore in this case, SPD6 would require that 89 cycle spaces are provided for customers, and that 8 cycle spaces are

provided for staff. The application proposes that 80 cycle spaces would be provided on site as follows:

- 10 covered spaces in the staff parking area,
- 10 covered spaces in the delivery parking area,
- 20 covered spaces in the customer car parking area
- 40 inside the building

70. Given the nature of the development, which would attract families, and also given many journeys may involve parents dropping off and collecting children, it is considered that this level of cycle parking would be appropriate in this case. It should be noted that a condition is proposed to ensure that the building is used solely as a Class E(d) use, and therefore planning permission would be required to change the use of the building to any other use, which may necessitate the provision of additional cycle parking spaces.
71. In terms of highway safety, no concerns have been raised by the Highway Authority with regards to highway movements and traffic levels.
72. Having regard to the above, it is considered that the proposed development would result in no significant harm to the highway safety of the area.

Impact on Residential and Visual Amenity

73. Local Plan Policy 47 states that all development, including extensions and alterations to existing buildings, shall provide for high quality design that is sustainable, accessible to all users, safeguards residential amenity and contributes positively to the character and visual amenity of the Borough's townscapes, landscapes and seascapes. Policies 2 and 3 seek to safeguard against pollution. LDF Policies DM1 (A & B) and EA5 seek to achieve similar objectives.
74. The proposed development would involve physical works consisting of replacing roller shutters to the west elevation with glazed entrance doors and the addition of branding to the site. Furthermore, the existing car park and delivery area to the west of the building would be reconfigured.
75. It is considered that the proposed development would not result in significant harm to the visual amenity of the area given the surrounding area's industrial estate / business park nature, which contains many commercial buildings of a similar scale.
76. The site is located 92m from the nearest residential properties which are located on Dunelm Grange to the north east, with this residential area being separated from the application site by extensive landscaping and the Abingdon Way/Brooklands Way/Henley Way roundabout.
77. Given this distance, screening and the minimal physical alterations it is considered that there would be no significant harm in terms of built form impacts upon those properties.
78. In terms of noise and pollution, the Council's Environmental Health team have considered the application and have not raised any concerns. Given the commercial nature of the area, the distance from the nearest residential properties, and having regards to the comments of the Environmental Health team, it is considered that the proposed development would not result in any significant harm to residential amenity in terms of pollution.

Other Matters

79. It is considered that the development would not result in any significant harm in terms of biodiversity and the Council's Countryside Team have raised no concerns. Given the nature of the development, it would be exempt from Biodiversity Net Gain.
80. A representation has been received highlighting concerns that the development would result in children wandering around the streets. This is noted, however, this is not a planning matter. Northumbria Police were consulted on the application and did not raise any safety concerns regarding the development and/or unattended children.
81. Northumbria Police have recommended that windows and doors are of LPS 1175 SR3 C5 standard and that CCTV is installed for reasons of security. The applicant has been advised of this however it is not considered that these would be required to make the development acceptable in planning terms.
82. In deciding whether to grant planning permission the Council must have due regard to the 3 equality aims contained in Section 149 of the Equality Act 2010 (the public sector equality duty). A preliminary assessment of the potential equality impacts of any grant of planning permission in this case has been undertaken. There are no apparent equality impacts of the proposed development which give rise to the need to undertake a more detailed equality impact assessment.
83. The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

Conclusion

84. In conclusion, the proposal would result in the loss of a warehouse unit that contributes at present to the Borough's constrained supply of employment land and buildings. However, this harm needs to be considered alongside the above-mentioned lack of firm offers for the building from warehouse/industrial occupiers despite extensive marketing having taken place for over 2 years which appears to be a reflection of the deficiencies of the unit in terms of meeting warehouse/industrial occupier requirements, the very limited demand for large warehouse/industrial units and the substantial supply of such units across the wider region.
85. Regard also needs to be had to the benefits of the proposal. The proposal would bring a vacant unit that has been empty for over 2 years back into use and 70-80 jobs would be created (30-40 full-time equivalent). Furthermore there would be community and health benefits arising from the provision of an indoor sports facility not currently available in the area and given the location of the application site adjacent to the Boldon Colliery District Centre it is considered that users of the facility are also likely to make use of businesses within the District Centre which will assist in enhancing its vitality and viability.
86. As stated above, the proposal is considered to be acceptable in terms of the sequential and impact assessment matters related to the location of main town centres uses such as this. The proposals are likewise considered acceptable in terms of highway

safety/parking provision, impact on visual and residential amenity and the other material planning considerations highlighted.

87. Overall, in terms of NPPF Policy S4 it is considered that the benefits of the proposal are not substantially outweighed by its adverse effects and in this regard whilst in terms of Policy S3 there is some departure from adopted Local Plan Policy 22 arising from the proposal reducing an already constrained supply of employment land and buildings within the borough, the proposals are considered to accord with local planning policy in all other respects.
88. Having regard to the above assessment, members are recommended to grant planning permission subject to the list of conditions as set out below.

Recommendation

Grant Permission with Conditions

Conditions

- 1 The development to which this permission relates must be commenced not later than 3 years from the date of this permission.

As required by Section 91 of the Town and Country Planning Act 1990 and to ensure that the development is carried out within a reasonable time.
- 2 The development shall be carried out in accordance with the approved plan(s) as detailed below

Proposed Elevations and Floor Plans - Drg No JEA-PRO-003c received 03.09.2026
Proposed Elevations and Roof Plan - Drg No JEA-PRO-004c received 03.09.2026
Proposed Layout Plan - Drg No JEA-LAY-005c received 03.09.2026

Any minor material changes to the approved plans will require a formal planning application under S73 of the Town and Country Planning Act 1990 to vary this condition and substitute alternative plans.

In order to provide a procedure to seek approval of proposed minor material change which is not substantially different from that which has been approved.
- 3 The premises shall be used as an indoor sport, recreation or fitness facility only – Use Class E(d) and for no other purpose including any other purpose within Class E of the Schedule to the Town & Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

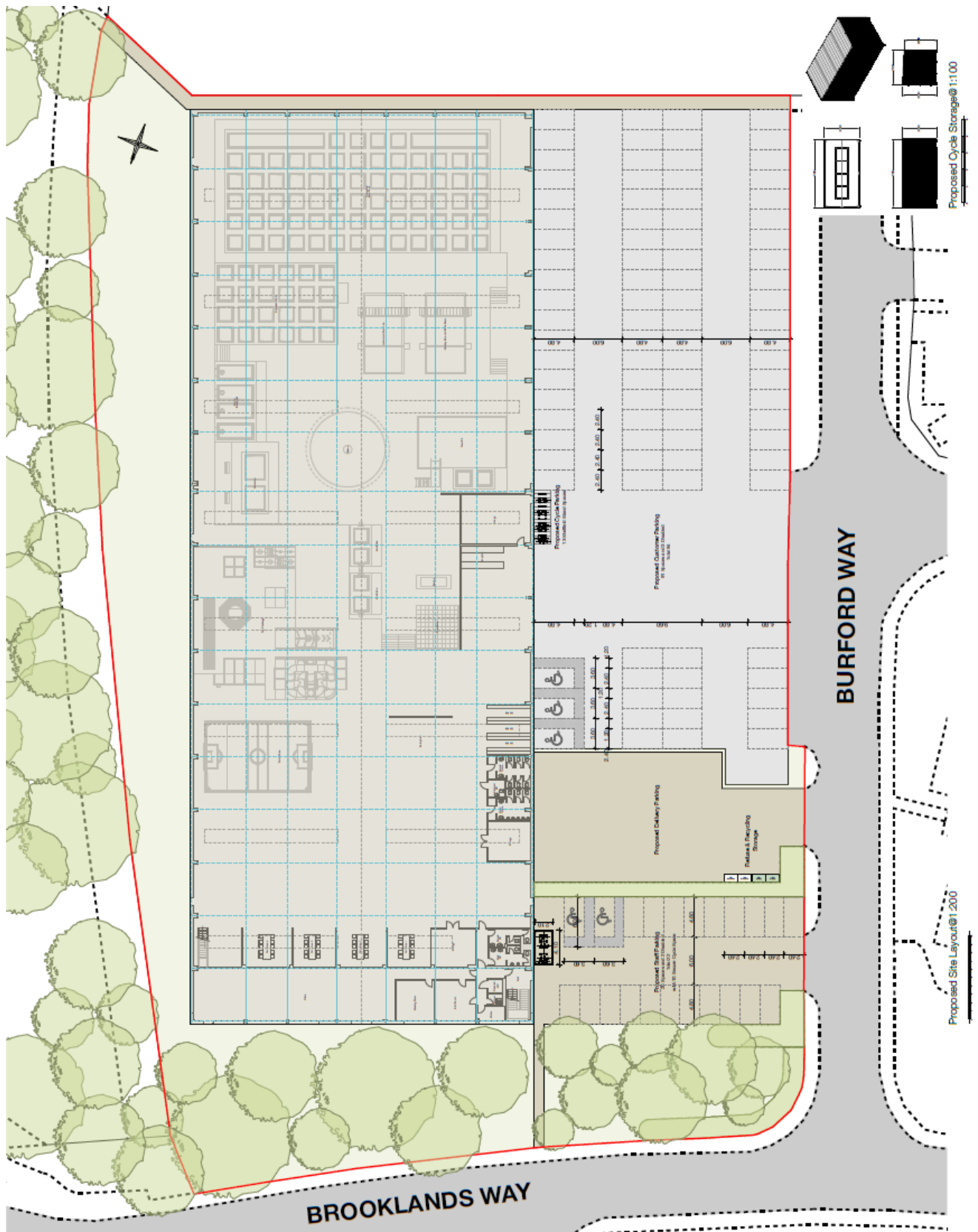
The Local Planning Authority would wish to carefully examine any alternative use of the building to assess whether the development would be acceptable in terms of , access and amenity, in accordance with South Tyneside Council Local Plan Policies 3, 27, 28 and 47 .
- 4 Prior to the first occupation of the hereby approved development, 80no. cycle parking spaces, as identified on the Proposed Layout Plan - Drg No JEA-LAY-005c received 03.09.2026 shall be provided on-site. Thereafter, such cycle parking shall be retained henceforth for its designated purpose for the lifetime of the development hereby permitted.

In order to provide a satisfactory standard of development in terms of parking provision in accordance with the South Tyneside Local Plan Policy 47

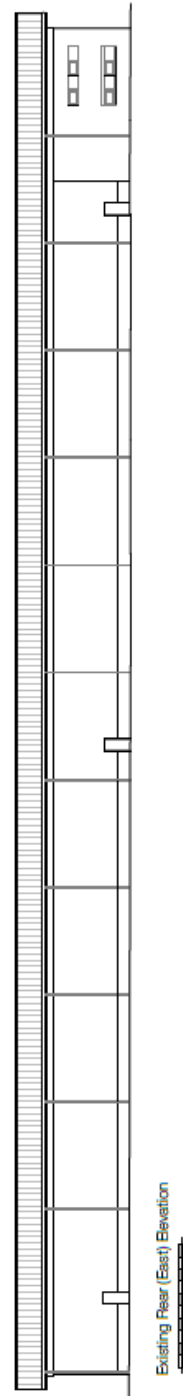
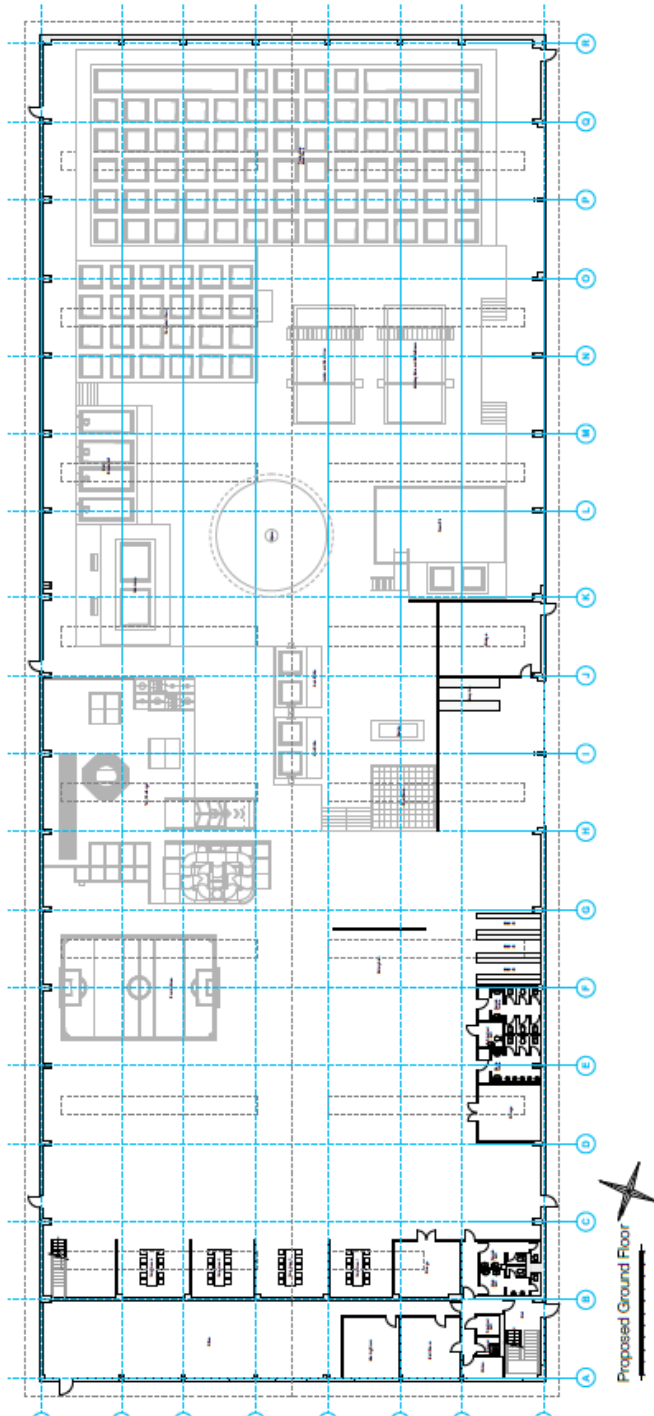
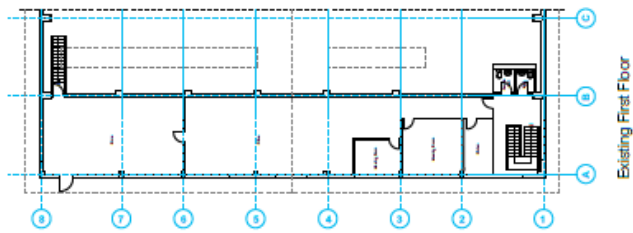
- 5 Prior to the first occupation of the hereby approved development, the proposed car parking areas, as identified on the Proposed Layout Plan - Drg No JEA-LAY-005c received 03.09.2026 must be marked out and completed on-site. Thereafter, those car parking areas shall be retained henceforth for their designated purpose for the lifetime of the development hereby permitted.

In order to provide a satisfactory standard of development in terms of parking provision in accordance with the South Tyneside Local Plan Policy 47

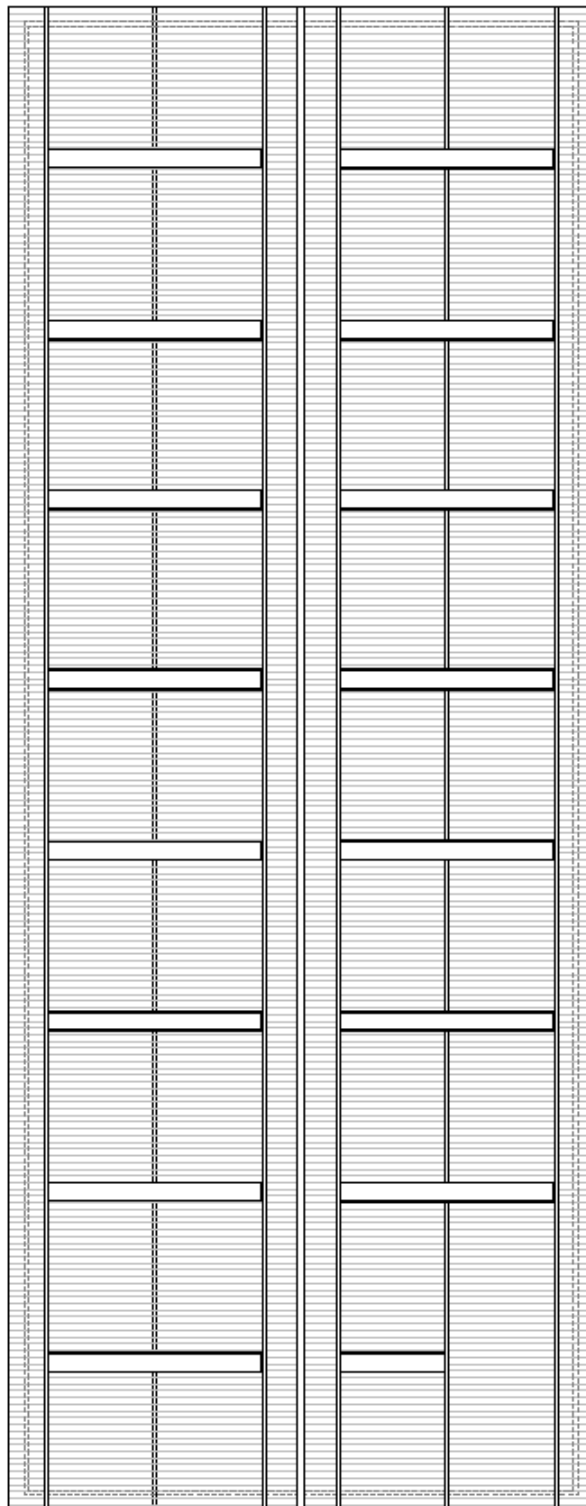
Plan 1 – Proposed Layout Plan



Plan 2 – Proposed Front and Rear Elevations, and Floor Plan



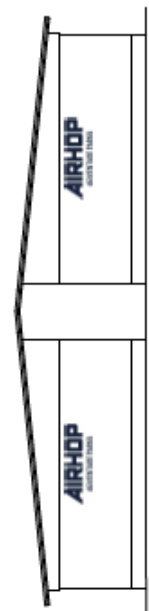
Plan 3 – Proposed Side Elevations and Roof Plan



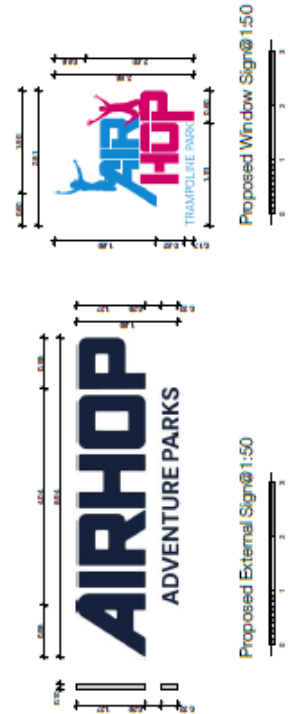
Existing Roof Plan



Existing Side (North) Elevation



Proposed Side (South) Elevation



Photograph 1



Photograph 2



Photograph 3

