

Item No: 1
Application No: 20/01435/FULES Author: Julie Lawson
Date valid: 2 October 2020 ☎: 0191 643 6337
Target 22 January 2021 Ward: Killingworth
decision date:

Application type: Full application with Env Statement

Location: Land At Killingworth Moor, Killingworth Lane, Killingworth, NEWCASTLE UPON TYNE

Proposal: Full planning application for the phased construction of 539 residential dwellings with means of access, landscaping, open space, sustainable drainage, public rights of way diversion and associated infrastructure

Applicant: Bellway Homes Ltd (North East) And Banks Property Ltd

Agent: Pegasus Group

RECOMMENDATION: Minded to grant legal agreement req.

INFORMATION

1.0 Summary Of Key Issues & Conclusions

1.0 Main Issues

1.1 The main issues for Members to consider are:

- The principle of residential development on this site,
- The impact of the proposal on the character and appearance of the surrounding area and the site layout,
- The impact of the proposal on amenity,
- The impact of the proposal on the highway network and whether sufficient parking and access would be provided,
- The impact of the proposal on biodiversity; and,
- Other issues.

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

2.0 Description of the Site

2.1 The application site forms part of a wider strategic development allocation for up to 2000 houses and 17ha of employment land, at Killingworth Moor, in the Local Plan (LP). The site is located within the south western part of this wider strategic allocation. It covers an area of approximately 36.28 hectares (ha) of agricultural land.

2.2 The site is bound to the north by the B1317 and agricultural fields, including a hedgerow. The site wraps around the Stephenson Park housing estate, approved under planning reference 14/00730/FUL.

2.3 A public right of way runs along the northern part of the site. To the south of the site is residential development at Palmers Green and Laurel Avenue and sports pitches with the Forest Hall YPC. A watercourse (the Forest Hall Letch) runs to the south of the site, with part of this within the eastern part of the application boundary. To the east/south-east is Forest Gate, a residential estate, which accesses from Great Lime Road. The application site includes access to Great Lime Road and to the B1317. To the west is a wagonway (footpath) and hedgerows. To the east is agricultural land allocated under the Killingworth Moor strategic allocation. Killingworth Village lies to the west of the site.

3.0 Description of the Proposed Development

3.1 This application seeks full planning consent for the construction of 539 dwellings (Use Class C3) and associated infrastructure, open space, landscaping, creation of new access to the Forest Gate/Great Lime Road junction, and creation of Sustainable Urban Drainage Systems (SuDS). The proposal will require the diversion of public rights of way.

3.2 The application is accompanied by an Environmental Statement and various supporting documents. Further information was also submitted to address requests for further information and consultee comments. The application has also been amended since it was first submitted. This includes a reduction in the number of dwellings proposed.

3.3 The mix of dwellings proposed is as follows:

- 2 bed – 78 terraced, semi-detached and bungalows
- 3 bed – 190 semi-detached and detached dwellings
- 4 bed – 237 detached dwellings
- 5 bed – 34 detached dwellings

3.4 Access to the site from the south is from a new access from the Great Lime Road/Forest Gate junction and to the north-west via Moorfield Drive. The application includes the provision of open space and SUDS to the southern part of the site.

4.0 Relevant Planning History

This site:

20/00057/FUL - Variation of conditions 1 (approved plans), 4 (landscaping) and 11 (surface water) of planning approval 16/01852/FUL - To substitute approved

plans and remove approved conditions to align with the revised drainage strategy for the development. Permitted 05.06.20

16/01852/FUL - Variation of Condition 1 of planning approval 14/00730/FUL relating to house types – permitted 29.11.17

14/00730/FUL - Demolition of existing buildings and re-development of the site to provide 125 dwellings (use class C3), provision of a T-Junction on Killingworth Lane to access the site and other associated infrastructure, landscaping and engineering works – permitted 23.01.15

Other sites which form part of the Killingworth Moor strategic allocation:

Site to south-west:

18/00104/OUT - Outline application for the residential development of 25 dwellings with associated roads, parking, landscaping, drainage and open space (with all matters reserved) – permitted 11.01.19 (permission now expired)

Site to north-west of Killingworth Road:

19/01095/FULES - Hybrid application comprising: Full planning permission for the change of use of agricultural land and development of 436no. residential dwellings (including affordable housing), highway improvements and associated infrastructure and engineering works, creation of a new access from the A1056 and B1317, SuDS, landscaping and open space, and other ancillary works. Outline planning permission with all matters reserved except access for the change of use of agricultural land and development of 124no. residential dwellings (including affordable housing), residential redevelopment of High Farm including the existing 2no. dwellings for a total of 8no. additional units, associated infrastructure and engineering works, landscaping and open space, and other ancillary works – pending consideration

Site to east of Killingworth Road:

23/00395/FULES - Hybrid planning application: Full planning permission for 452no. residential dwellings (Use Class C3), a local centre (Use Class E) and a primary school (Use Class F1) with associated infrastructure and landscaping; and Outline planning permission (all matters reserved except access) for up to 68,000sqm of commercial space (Use Class B2 and/or Use Class B8 and/or Use Class E(c) and/or Use Class E(g)) and a secondary school (Use Class F1), and A19 Underpass improvement works, with associated infrastructure and landscaping – pending consideration

5.0 Development Plan

5.1 North Tyneside Local Plan (July 2017)

5.2 Killingworth Moor Masterplan and Guidance (December 2017)

6.0 Government Policy

6.1 National Planning Policy Framework (NPPF) (December 2023)

6.2 National Planning Practice Guidance (PPG) (As amended)

6.3 Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in the determination of all applications. At paragraph 11, NPPF requires LPAs to apply a presumption in favour of sustainable development in determining development proposals. This means that where the most important policies for determining the application are out-of-date granting permission unless

- (i) the application of policies in the Framework that protect areas of particular importance provides a clear reason for refusing the development or
- (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

The footnote to paragraph 11d states that this includes, for applications involving the provision of housing, situations where:

- (a) the local planning authority cannot demonstrate a five year supply (or a four year supply, if applicable, as set out in paragraph 226 of the NPPF) of deliverable housing sites (with a buffer, if applicable, as set out in paragraph 77 of the NPPF) and does not benefit from the provisions of paragraph 76 of the NPPF; or
- (b) where the Housing Delivery Test indicates that the delivery of housing was below 75% of the housing requirement over the previous three years).

Paragraph 76 of the NPPF states that local planning authorities are not required to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing for decision making purposes if the following criteria are met:

- a) their adopted plan is less than five years old; and
- b) that adopted plan identified at least a five year supply of specific, deliverable sites at the time that its examination concluded.

The provisions of paragraph 76 do not apply because the North Tyneside Local Plan is over five years old. Paragraph 11(d) of the NPPF requires that LPAs should grant permission in considering applications for housing, one of the circumstances in which policies are regarded as out of date is where an LPA cannot demonstrate a five-year housing land supply. At this time North Tyneside is not able to demonstrate a five-year supply of deliverable housing sites and some policies, defined in NPPF as those which are most important for determining the application, are therefore regarded as out of date. The provisions of paragraph 226 relating to four year supply is not engaged in this case.

6.4. As part of the long-term plan for housing, the Secretary of State for Levelling Up, Housing and Communities published a letter on 8 September 2023. The letter explains that in advance of an update for the NPPF (the NPPF has now subsequently been updated in December 2023), the Minister has set out the following expectations in relation to building more homes in the right places: development should proceed on sites that are adopted in a local plan with full input from the local community unless there are strong reasons why it cannot. councils should be open and pragmatic in agreeing changes to developments where conditions mean that the original plan may no longer be viable, rather than losing the development wholesale or seeing development mothballed; and better use should be made of small pockets of brownfield land by being more permissive, so more homes can be built more quickly, where and how it makes

sense, giving more confidence and certainty to SME builders. This letter is still considered relevant further to the NPPF.

PLANNING OFFICERS REPORT

7.0 Main Issues

7.1 The main issues for Members to consider are:

- The principle of residential development on this site,
- The impact of the proposal on the character and appearance of the surrounding area and the site layout,
- The impact of the proposal on amenity,
- The impact of the proposal on the highway network and whether sufficient parking and access would be provided,
- The impact of the proposal on biodiversity; and,
- Other issues.

7.2 Consultation responses and representations received as a result of the publicity given to this application are set out in the appendix to the report. The application was advertised as major development by notification letters and by the placing of notices on site and in the local press.

8.0 Principle of the Proposed Development

National Policy

8.1 Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner.

8.2 Paragraph 8 of the NPPF states that a social objective is one of the three overarching objectives of the planning system and that amongst other matters it should seek to support a sufficient number and range of homes to meet the needs of present and future generations and by fostering well-designed, beautiful and safe places with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.

8.3 Paragraph 11 of the NPPF has been referenced above (paragraph 6.3). Development plan policies which are most important to the determination of housing applications will be regarded as out of date because, as explained further below, the LPA cannot currently demonstrate a five-year supply of deliverable housing sites and the Local Plan is more than five years old. What is referred to as the 'tilted balance' principle means there is a presumption in favour of planning permission being granted unless (i) the application of policies set out in the NPPF that protect areas of particular importance provides a clear reason to refuse development or (ii) there are adverse impacts which would significantly and demonstrably outweigh the benefits.

8.4 In this case, as Paragraph 11(d) of the NPPF is engaged, relevant local plan policies relating to housing requirement and supply are regarded as out of date.

Whilst the absence of a 5 year housing land supply triggers the tilted balance, it does not mean that such important and relevant policies (and their breach) carry no or only limited weight in the determination of planning applications. In practice however this means weighing the adverse impacts of a development against its benefits, the outcome is tilted in favour of granting planning permission. Such relevant Local Plan policies (see paragraph 8.10 onwards below) support the development of this site, allocating it for housing, the delivery of which will be of key importance in securing the required 5 year housing land supply. As such, it is expected that some weight is given to these policies notwithstanding that they are treated as out of date.

8.5 As set out in paragraph 6.3 and 8.3 above, refusal is only justified in certain scenarios one of which includes if the application of NPPF policies which protect areas or assets of particular importance provide a clear reason to do so. This includes, among other designations, policies relating to habitat sites. In terms of the principle of development, this development requires appropriate assessment because it may impact designated habitat at the coast where there are Special Protection Areas (SPA). Paragraph 188 of the NPPF states “The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site..”

8.6 Paragraph 12 of the NPPF makes it clear that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making.

8.7 Paragraph 60 of the NPPF states that to support the Government’s objective to significantly boost the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

8.8 Paragraph 76 of the NPPF states that local planning authorities are not required to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing for decision making purposes if the following criteria are met:
a) their adopted plan is less than five years old; and
b) that adopted plan identified at least a five year supply of specific, deliverable sites at the time that its examination concluded.

8.8.1 Paragraph 77 of the NPPF states that in all other circumstances Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide either a minimum of five years’ worth of housing or a minimum of four years’ worth if the provisions in paragraph 226 of the NPPF apply. The supply should be demonstrated against either the housing requirement set out in adopted strategic policies, or against the local housing need where the strategic policies are more than five years old. The footnote to this states that this is unless these strategic policies have been reviewed and found not to require updating. Where there has been significant under delivery of housing over the previous three years the supply of specific deliverable sites

should in addition include a buffer of 20% (moved forward from later in the plan period). The footnote to this states that this will be measured against the Housing Delivery Test, where this indicates that delivery was below 85% of the housing requirement. The current Local Plan annual housing requirement is 938 dwellings per annum (based on the phased trajectory). This is a higher requirement than that established in the published standard method for local housing need which is 790 per annum. The Borough's performance against these housing delivery tests is set out below in Section 9.

8.9 The letter from the Secretary of State of 8 September 2023 is also a material consideration and states that development should proceed on sites that are adopted in a local plan with full input from the local community unless there are strong reasons why it cannot and that councils should be open and pragmatic in agreeing changes to developments where conditions mean that the original plan may no longer be viable, rather than losing the development wholesale or seeing development mothballed.

8.9.1 Paragraph 78 of the NPPF states that where the criteria in paragraph 76 of the NPPF are not met, a local planning authority may confirm the existence of a five-year supply of deliverable housing sites (with a 20% buffer if applicable) through an annual position statement which: a) has been produced through engagement with developers and others who have an impact on delivery, and been considered by the Secretary of State; and b) incorporates the recommendation of the Secretary of State, where the position on specific sites could not be agreed during the engagement process. The application of these policies to the Council's housing delivery performance is set out below in Section 9.

Local Development Plan

8.10 Prior to the adoption of the Local Plan in July 2017, Killingworth Moor was identified as Safeguarded Land in the Unitary Development Plan (UDP) (2002). The purpose of safeguarded land was to provide a range and choice of development options after the end of the plan period. The North Tyneside Local Plan Consultation Draft (2013) included this strategic allocation as a potential development option. The next Local Plan Consultation Draft was informed by updated evidence of the Borough's Objectively Assessed Need for housing and a revised plan period to 2032. Following consideration of the Borough's potential site options within the 2013 Local Plan Consultation Draft, the strategic allocation was included as a preferred site for residential development. Following this, the strategic allocation was included in the Local Plan Pre-submission Draft, November 2015, as submitted to the Secretary of State. The Local Plan Examination in Public (EiP) was undertaken in November and December 2016 and the plan was adopted in July 2017.

8.11 The Council's Local Plan sets out the next phase of growth within the Borough up to 2032. A key component of housing growth is the development of the two Strategic Allocations, including the site at Killingworth Moor.

8.12 The purpose of the planning system is to contribute to the achievement of sustainable development. This purpose is key to the role of the planning system in the development process. The aims of how the Local Plan contributes towards

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

8.13 Strategic Policy S1.4 'General Development Principles' states "Proposals for development will be considered favourably where it can be demonstrated that they would accord with strategic, development management and other area specific policies in the Plan." Amongst other matters, this includes taking into account flood risk, impact on amenity, impact on existing infrastructure and making the most effective and efficient use of land. These matters are considered below.

8.14 The overarching spatial strategy for housing is to protect and promote cohesive, mixed and thriving communities, offering the right kind of homes in the right locations. The scale of housing provision and its distribution is designed to meet the needs of the existing community and to support economic growth of North Tyneside. Strategic Policy S4.1 'Strategic Housing' sets out the broad strategy for delivering housing.

8.15 LP Policy DM1.3 'Presumption in Favour of Sustainable Development' states: "The Council will work pro-actively with applicants to jointly find solutions that mean proposals can be approved wherever possible that improve the economic, social and environmental conditions in the area...."

8.16 LP Policy S4.3 Distribution of Housing Development Sites states: "The sites allocated for housing development are identified on the Policies Map of the North Tyneside Local Plan 2017, including those identified for both housing and mixed-use schemes. The Strategic Housing Land Availability Assessment 2016 outlines that these sites have an overall capacity of approximately 8,838 homes, assessed as being deliverable and developable over the plan period to 2032." It is noted that the Strategic Housing Land Availability Assessment has been updated since the Local Plan was written and this is referred to in the Housing Land Supply Section below.

8.17 There are two policies in the Local Plan which are directly related to the Killingworth Moor Strategic Allocation. These policies are S4.4(b) and S4.4(c).

8.18 Policy S4.4 (b) Killingworth Moor Strategic Allocation Concept Plan states: A strategic allocation is identified at Killingworth Moor (Sites 22 to 26) to secure the delivery of approximately 2,000 homes during the plan period in a mix of housing tenures, types and sizes, informed by available evidence of the housing needs of the Borough, convenience retail provision of approximately 500m² net and 17ha of employment land.

The key principles for development of the Killingworth Moor strategic allocation are illustrated on the Policies Map through an indicative Concept Plan, to be delivered where necessary in accordance with the requirements of the Infrastructure Delivery Plan, include provision of:

- a. New housing, employment, retail and community facilities in the general development locations identified; and,
- b. Primary and secondary access points suitable to accommodate evidence based traffic flows to, from and through the sites as appropriate; and,

- c. Strategic transport route connecting Killingworth Way with Great Lime Road; and,
- d. Education provision delivered in agreement with the Local Education Authority, at locations indicatively identified on the Policies Map providing a primary and secondary school located broadly to the south east of the site; and
- e. A network of green and blue infrastructure that:
 - i. Enables provision of strategic open space breaks to avoid the joining together of Killingworth with Forest Hall and Palmersville, whilst integrating with existing communities; and,
 - ii. Provides safe and secure cycle and pedestrian links through the site that ensure appropriate connectivity with the existing network; and,
 - iii. Retains, connects and enhances the biodiversity of each site; and,
 - iv. Retains and enhances any important hedgerows or trees; and,
 - v. Provides well-integrated and strategic green spaces for recreation; and,
 - vi. Incorporates sustainable drainage systems.

8.19 S4.4 (c) Applications for Delivery of the Strategic Allocations

At the identified strategic allocations of Killingworth Moor (Sites 22 to 26) and Murton (Sites 35 to 41) a comprehensive masterplan for each allocation must be prepared collaboratively, and agreed, by the relevant development consortia and North Tyneside Council.

Applications for planning permission will be granted where:

- a. They are consistent with the comprehensive masterplan, which itself must demonstrate its general conformity with the key principles of the Concept Plans for Killingworth Moor and for Murton;
- b. The application relates to the whole allocated site or if less does not in any way prejudice the implementation of the whole allocation;
- c. Provision of any development that would exceed the approximate capacity for housing, retail and employment indicated by this Local Plan, within and beyond the plan period, must demonstrate its continued conformity with the principles of the Concept Plan and the infrastructure capacity of the site and Borough;
- d. The application is in accordance with a phasing and delivery strategy, prepared as part of the detailed masterplan, that identifies the timing, funding and provision of green, social and physical infrastructure.
- e. An access and transport strategy is developed that maximises the potential for walking, cycling and use of public transport (including the potential provision, subject to overall feasibility and economic viability, of new Metro stations), as demonstrated through the detailed masterplans, and the application provides a connected, legible network of streets with the proposed primary routes and public transport corridors.
- f. A heritage management strategy is provided that is informed by the mitigation measures proposed in the Local Plan Heritage Assessment and Sustainability Appraisal.
- g. A landscape and visual amenity impact assessment is provided identifying key features of note on each site, demonstrating an appropriate design response (e.g. the location, orientation, density of development and landscape/planting treatment). Design quality will be secured through the application and use of appropriate design standards agreed as part of the masterplans.
- h. Appropriate remediation and mitigation measures are agreed to address any potentially harmful impacts of development upon the environmental or social conditions of North Tyneside, delivering solutions on site wherever possible

unless demonstrated through suitable evidence to be more appropriately delivered off-site. Such remediation and mitigation are expected to include but not necessarily limited to consideration of:

- i. The net biodiversity value of the site,
- ii. Ground conditions, (e.g. areas of previous open cast mining and any identified contamination of land),
- iii. Flood risk and water quality,
- iv. Air quality and noise pollution.

8.20 There are a range of policies relating to the delivery of housing which set out the requirement for housing and identify suitable sites for its delivery. As set out above, this site is an allocated site and its delivery is essential in order to improve overall housing delivery against the overall supply. Therefore whilst policies S4.1, S4.2(a), S4.2(b) and S4.3 are considered out of date they are still relevant in the consideration of this application and should be afforded significant weight.

8.21 Policy S4.4(b) allocates the site as a strategic allocation. Policy S4.4(c) relates to the delivery of the strategic allocation. Paragraph 8.3 of this report refers to the tilted balance principle which means because the LPA cannot demonstrate a five year supply of deliverable sites the policies in the North Tyneside Local Plan which are most important for determining the application are out-of-date. There has not been a change in national planning policy which would lead to the allocation of the site not complying with national policy. Therefore whilst Policy S4.4(b) is out of date given this allocates the site for development and ensures an allocation for housing provision it is considered that significant weight can still be attached to it. It is considered that whilst Policy S4.4(c) is out of date because this sets criteria to ensure a sustainable development is brought forward for the site it is considered that significant weight can still be attached to it. Their requirements are aligned with those set out in NPPF. Paragraph 74 of the NPPF states that strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way and in doing so they should ensure that their size and location will support a sustainable community. This is what this policy seeks to ensure. Therefore, it is considered that the Policy should therefore be given significant weight.

8.22 The application site is within the Killingworth Moor Strategic Site boundary as allocated under Policy S4.4(b). The Killingworth Moor Masterplan was adopted in December 2017 and it states the following:

- Killingworth Moor is included as a Strategic Allocation in the North Tyneside Local Plan to deliver approximately 2,000 homes together with education facilities, local services, employment uses, green infrastructure and amenity space.
- The Masterplan will ensure that development is brought forward in a co-ordinated manner that enables an early delivery of housing development on Killingworth Moor to meet the identified needs of the Borough whilst ensuring the provision of additional infrastructure and protection of the quality of life and amenity of all residents.
- The Masterplan lists objectives which reflect the key issues to be addressed in order to achieve the vision. This includes the formation of an overall coherent

and distinctive new community with its own character and identity, a mix of house types, a new link road to connect Palmersville to Killingworth Way which will comfortably

accommodate cars, buses and bicycles and provide a new strategic link within North

Tyneside's road network. There will be distinct arrival points from Great Lime Road to the south and Killingworth Way to the north. The objectives also refer to the provision of infrastructure, including schools and community facilities.

8.23 Policy S4.4(c) states that applications for planning permission will be granted where they are consistent with the comprehensive masterplan and that the application does not in any way prejudice the implementation of the whole allocation. The Local Planning Authority needs to be satisfied that the development of this site complies with Policy S4.4(c) and the Masterplan and where applications relate to less than the whole allocates site that the implementation of the wider development of the strategic site is not prejudiced.

8.24 The Masterplan requires under Section 9.1 that:

“Due to the site wide shared infrastructure, the Council's preferred approach is for an outline planning application to be submitted for the whole development. However, due to the site being in multiple land ownerships, it is recognised that separate planning applications may come forward for different areas.

In order to avoid the piecemeal and poorly integrated development of the site, applicants are expected to demonstrate how the proposed development would contribute to the vision and development objectives for the site. In addition, applicants will be expected to demonstrate how the development would not prejudice the overall proposals and objectives of the Masterplan. Applicants should use their Design and Access Statement and Planning Statements to not only demonstrate how they have incorporated high standards of design but also to explain how the proposed development would fit together with, and help deliver, the wider masterplan, including necessary infrastructure. Any application will need to be in line with a Comprehensive Drainage Strategy and Landscape Masterplan for the whole site.

The Council will expect planning applications for individual phases/parcels of land to demonstrate how their proposals would be integrated with the wider site. Proposals will be required to demonstrate how they will provide vehicular access to the individual sites and provide detailed layouts of all other necessary highway infrastructure and pedestrian/cycle. Other design considerations will also need to be demonstrated, such as how the application would enable the provision will contribute towards the Masterplan street hierarchy plan, would need to be demonstrated. This could be achieved through the submission of a Layout Plan, which provides detailed parcel design work and demonstrates how the design principles of the design code will be met within the planning application red line boundary.

The Council will seek to ensure that any parts of the site reliant on access over third party land are unlocked for development. In determining applications, the Council will need to be satisfied that development of individual parcels will not

sterilise or frustrate delivery of other parts of the site. Conditions and legal agreements may be used to ensure specific actions are taken to ensure the delivery of the whole site.”

8.25 The site is allocated as part of the Killingworth Strategic Site. Policy S4.4(b) makes clear that this strategic allocation could deliver approximately 2000 homes. This is the expected level of delivery required to meet the agreed housing delivery requirement over the plan period. The Masterplan provides an indication of delivery of the housing across the site and includes an indicative phasing plan. Whilst it would have been preferable for the entire strategic site to be submitted as one application, it is clear that Policy S4.4(c) part b allows for separate applications to be submitted so long as it does not in any way prejudice the implementation of the whole allocation. This is reflected in the Masterplan which, whilst noting a preference for an application for the whole site, states that “the Council will expect planning applications for individual phases/parcels of land to demonstrate how their proposals would be integrated with the wider site” and “the Council will need to be satisfied that development of individual parcels will not sterilise or frustrate delivery of other parts of the site”.

8.26 Members are reminded in determining the weight to give to this Policy and Masterplan that combined they seek the promotion of development that does not prejudice the implementation of the wider site, including the ability to provide the necessary infrastructure for the whole site. Matters of infrastructure anticipated by the Policy and Masterplan is further considered in later sections of this report. Prejudicial effects could be both physical and economic, by either sterilising land required for future phases, failing to provide for the integration of phases, or by failing to deliver or contribute to infrastructure required to support the delivery of the whole site. In economic terms, not delivering infrastructure or the absence of a commitment to fund infrastructure could result in later phases becoming unviable and risks the delivery of later phases. This issue is addressed later in the report.

8.27 The LPA should consider whether the site can accommodate the number of units proposed. This application seeks consent for 539 residential dwellings which equates to 27% of the approximate number of homes specified in this policy and the Masterplan. The issue is whether the site can adequately accommodate the amount of housing proposed without harm to the realisation of the balance of the allocation.

8.28 The Masterplan guides the parameters for development areas including the general extent and location of built development and key infrastructure. To help create recognisable areas with individual identities the masterplan includes eight character areas each with associated design guidance. The application site falls within Character Area 1 (South West Edge) and Character Area 2 (Palmerston Gateway). The Masterplan identifies the application site as an area for development. Therefore, the principle of bringing this site forward for housing is acceptable.

8.29 The proposed site layout, which is discussed in the following sections of this report, is generally in conformity with the Masterplan in terms of location of housing. It will also allow for integration with future phases.

8.30 The proposed site layout would not prejudice the physical implementation of the wider strategic allocation based on the adopted Masterplan. It is noted that the spine road in the red line planning boundary is split into two sections, with this planning application delivering the section from Great Lime Road over the Forest Hall leech up to and just beyond the junction into this application site. The applicants advise that a future phase will be capable of delivering the section of the spine road beyond this junction (see paragraph 12.26 for further details). The red line of a future application would overlap the red line boundary of the current application to include the relevant area for connection on to the spine road as proposed under this application. The site can be accessed from the B1505 (Great Lime Road) and Killingworth Road (the latter via the Stephenson Park estate). Therefore, it is considered that the site could be brought forward in isolation without prejudicing the delivery of the wider master planned allocation.

8.31 Objections have been received on the grounds that the principle of the development is unacceptable and the proposal will result in the loss of open space, impact on the green belt, impact on access to countryside and that this would be detrimental to the health and wellbeing of residents. Comments have also been received to state that the Masterplan should be reviewed.

8.32 The site is not located in the green belt. This is a specific designation which the Killingworth Moor site has never fallen within. It is an allocated strategic site in the Local Plan and whilst the development would result in the development of green field land, given this is an allocated site the principle of the development is in accordance with the Local Plan policy. Further consideration to the provision of open space within the site is given below.

8.33 The Masterplan was adopted in December 2017 and it reflects the adopted Local Plan policy for the Killingworth Moor site. Whilst the adopted Local Plan policies S4.4(b) and S4.4(c) are considered to be out of date it is considered that weight can still be applied to them, therefore the masterplan is still considered to be relevant and up to date. The Masterplan seeks to guide the development of the site and there remains a need for this site to be developed.

8.34 The application site forms part of a wider strategic allocation. This development would contribute to meeting the housing needs of the borough and is therefore considered to accord with the aims of the NPPF to increase the delivery of new homes. It is officer advice, having regard to the above, that the principle of the proposed development is considered acceptable, being in accordance with the Local Plan housing policies outlined above, subject to consideration of the following matters.

9.0 North Tyneside Council Housing Land Supply

9.1 Paragraph 76 and 77 of National Planning Policy Framework (NPPF) requires local planning authorities with a Local Plan that is more than five years old to identify and maintain a rolling five-year supply of deliverable housing land. This includes an additional buffer of at least 5%, in order to ensure choice and competition in the market for housing land. This increases to a 20% buffer if past delivery measured through the Housing Delivery Test published annually by government falls below 85%.

9.2 The most up to date assessment of housing land supply informed by the five-year housing land summary, is included within the Housing Land Availability Assessment, November 2022. It identifies the total potential 5-year housing land supply in the borough at 3,485 additional dwellings, a total which includes delivery from sites yet to gain planning permission. On 19th December 2023 government published the 2022 Housing Delivery Test, reporting housing delivery performance for the period 2019/20 to 2021/22. This has established that as of 2022, delivery in North Tyneside was 81% of requirements. As a consequence the Borough must apply the higher 20% buffer to its 5 Year Housing Land Supply Assessment. With both the previous 5% buffer and new 20% buffer, forecast housing supply in North Tyneside falls short of requirements. The outcome of publication of the HDT 2022 is that the requirement is increased and the Borough's effective land supply will reduce from 3.37 years to 2.95 years. It is important to note that this assessment of five-year land supply includes over 1,000 homes from proposed housing allocations within the Local Plan (2017). Some of the potential housing land supply from this proposal is included in this assessment.

9.3 As explained previously, housing development in locations with a housing shortfall should benefit from the presumption in favour unless there are significant and demonstrable adverse impacts (NPPF Paragraph 11 (d)).

9.4 Whilst the 539 units would only bring forward part of the housing required for this strategic allocation, it is also important to have regard to the aims of policy S4.4 (c) to secure the delivery of approximately 2000 homes. When considering any potential prejudicial impact of this proposal on the delivery of the wider site allocation it will be important to be clear that there is no constraining impact which would prevent the remaining housing development coming forward. The delivery of 2000 homes on this site forms a significant element of the Council's housing delivery strategy and there would be significant impacts on future housing delivery and ability to establish a five-year housing land supply were the required level of housing not able to be accommodated on this site. Under delivery of housing could lead to penalties imposed by central Government and potentially trigger review of housing policies in the Local Plan.

9.5 It is officer opinion that the delivery of 539 residential dwellings will make a valuable contribution towards the borough achieving a five-year housing land supply and to meeting the annual housing delivery requirement over the plan period. The proposed development would assist in supporting the council's objective of meeting the objectively assessed housing need and ensure a mix of housing for both existing and new residents in the borough. This is therefore in accordance with LP policies S4.1 and S4.2(a) 'Housing Figures'.

10.0 The impact of the proposal on the character and appearance of the surrounding area and the site layout

10.1 Paragraph 131 of the NPPF states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 123 of the NPPF states that planning decisions should

promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 135 of the NPPF states that planning decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, are sympathetic to local character and history, including the surrounding built environment and landscape setting, establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit, optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

10.2 Paragraph 136 of the NPPF states “Decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

10.3 Paragraph 96 of the NPPF states that planning decisions should aim to achieve healthy, inclusive and safe places and beautiful buildings which: promote social interaction....street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages; are safe and accessible....enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

10.4 Paragraph 136 of the NPPF states “Trees make an important contribution to the character and quality of urban environments and can also help to mitigate climate change.” It goes on to state that decisions should ensure that new streets are tree-lined (unless, in specific cases, there are clear, justifiable and compelling reasons why this would be inappropriate).

10.5 Opportunities should be taken to incorporate trees elsewhere into developments, secure measures to ensure the long-term maintenance of newly planted trees and that existing trees are retained wherever possible.

10.6 Paragraph 139 of the NPPF makes it clear that development that is not well-designed, especially where it fails to reflect local design policies and government guidance on design, should be refused. Significant weight should be given to development which reflects local design policies etc. and development which promotes high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of the surroundings.

10.7 LP Policy DM6.1 Design of Development states: “Applications will only be permitted where they demonstrate high and consistent design standards. Designs should be specific to the place, based on a clear analysis the characteristics of the site, its wider context and the surrounding area. Proposals are expected to demonstrate:

- a. A design responsive to landscape features, topography, wildlife habitats, site orientation and existing buildings, incorporating where appropriate the provision of public art;
- b. A positive relationship to neighbouring buildings and spaces;
- c. A safe environment that reduces opportunities for crime and antisocial behaviour;
- d. A coherent, legible and appropriately managed public realm that encourages accessibility by walking, cycling and public transport;
- e. Sufficient car parking that is well integrated into the layout; and,
- f. A good standard of amenity for existing and future residents and users of buildings and spaces.”

10.8 LP Policy DM4.6 ‘Range of Housing Types and Sizes’ seeks to ensure that new residential development provides a mix of homes to meet current and future demand, and to create sustainable communities.

10.9 LP Policy DM4.9 ‘Housing Standards’ states that the Council will require that new homes provide quality living environments for residents both now and in the future. All new homes, both market and affordable, are to meet the Government’s Nationally Described Space Standards (NDSS).

10.10 LP Policy DM7.9 ‘New Development and Waste’ states that all developments are expected to:

- a. Provide sustainable waste management during construction and use.
- b. Ensure a suitable location for the storage and collection of waste.
- c. Consider the use of innovative communal waste facilities where practicable.

10.11 LP Policy DM5.9 ‘Trees, Woodlands and Hedgerows’ seeks to safeguard existing features such as trees.

10.12 LP Policy S4.4(b) sets out the key principles of development for the Killingworth Moor strategic allocation. These key principles are illustrated on the Policies Map through an indicative concept plan, which are to be delivered where necessary in accordance with the requirements of the Masterplan. Part (E) of

this policy states that one of the key principles is the provision of a network of green and blue infrastructure that enables provision of strategic open space breaks to avoid the joining together of Killingworth with Forest Hall and Palmersville, whilst integrating the existing communities.

10.13 The Council has produced an SPD on Design Quality. It states that the Council will encourage innovation in design and layout, provided that the existing quality and character of the immediate and wider environment are respected, and enhanced, and local distinctiveness is generated. It also states that all new buildings should be proportioned to have a well-balanced and attractive external appearance. Residential schemes should provide accommodation of a good size, a good outlook, acceptable shape and layout of rooms and with main habitable rooms receiving daylight and adequate privacy.

10.14 As noted previously, the site falls within Character Area 1 and 2 of the Masterplan. For Character Area 1 (South west Edge) the Masterplan states:

“This character area will provide a high quality development graduating from medium density at its heart (reflecting that of Stephenson Park) to a lower density edge to frame the open break between the existing settlement of Palmersville and the Killingworth Moor. Properties will largely be detached and provide a suitable transition to the open space and wetland areas. The character area is of particular importance in integrating Stephenson Park within the wider scheme.”

10.15 The key design principles for this character area are set out below:

Character: Suburban informal character which fully integrates with Stephenson Park and takes advantage of open views to the south of the site. The architectural approach should have regard to the existing style of Stephenson Park whilst also allowing for some differentiation in style within the character area.

Landscape setting:

- The open break to the south of the character area will include amenity green space, SUDs, wetland areas and areas for ecological mitigation.
- Houses will front onto the primary estate road, similar to the existing Stephenson Park development.
- Pockets of open space and small “greens” along the route will be framed by housing clusters set back from the road.

Housing mix: A mix of predominantly detached and some semi-detached houses, with large detached plots especially to the edges. Along the link road semi-detached and short terraces may be appropriate

Density/height: Medium-low density development. Development generally 2 storeys in height with some opportunities for 2.5 storeys to assist in legibility of routes.

Key Design Principles:

- Properties will be outward looking over the open break. Street layout and design will maximise the views of the open break.
- Architectural design and layout should integrate well with Stephenson Park.
- Moorfield Drive will not be accessible for through-traffic from Phase 2 onward.

10.16 For Character Area 2 (Palmersville Gateway) the Masterplan states:

“This character area relates to a smaller section of development located adjacent to the southern access point from Great Lime Road. It is a key gateway into the site and also provides access into the Forest Gate development. The character area is located in close proximity of Palmersville Metro Station.”

10.17 The key design principles for this character area are set out below:

Character: Distinctive gateway into the site that complements development at Forest Gate while also providing a distinctive new area with its own identity.

Character Reference:

- Along the link road, development will be set back behind green verges, native trees and hedgerows.
- Protection of existing habitat features including SUDs ponds.
- Hedge planting should form front boundary treatments for units along Great Lime Road to afford privacy to residential units.

10.18 The site is largely in Character Area 1 with only the access in Character Area 2.

10.19 Objections have been received regarding the impact on amenity (visual and residential) and impacts on the character of a conservation area and out of keeping with surroundings.

10.20 This application is accompanied by a Design and Access Statement, Planning Statement and a Landscape Visual Assessment has been provided as part of the Environmental Statement (ES). This information has been considered by the relevant consultees.

10.21 The application site is located within the south western part of the wider strategic allocation. The boundaries to the site include the Stephenson Park estate, agricultural land allocated as part of the strategic allocation, Killingworth Road with residential development beyond, residential development to the south and south-east of the site, sports grounds and Palmersville Young People’s Club to the south and a wagonway right of way to the west. As referenced above, the site is not located in or adjacent to the green belt. In terms of the conservation area, the nearest conservation area is Killingworth Village which is to the west of the site.

10.22 Views into and out the site will be materially changed as the agricultural land will be lost, but the principle of this loss was considered through the LP adoption process. Therefore, the loss of this agricultural land and introducing built development adjacent to existing urban development has already been accepted in principle as part of the strategic allocation within the LP.

10.23 It is clear from the Masterplan that this part of the site would accommodate housing but also incorporate a large area of green infrastructure to the south that would serve the wider strategic allocation. This larger area of green infrastructure extends along the southern boundary of the proposed housing, as well as an area of landscaping to the west.

10.24 Members need to consider whether the proposed site layout conforms with the general principles of this part of the wider strategic allocation. It is officer advice that it does as it will accommodate housing within the general parameters set out in the Masterplan. The principle of the layout conforms with Policy S4.4(b) part a which requires new housing to be provided in the general development locations.

10.25 Design comments have been received. The Planning Policy (Design) comments state that overall the design and layout are well considered, and the application is generally in accordance with the Killingworth Moor Masterplan. Where the layout does vary from the adopted masterplan, it does not affect the overall design aspirations for the site.

10.26 The proposed site layout will accommodate 539 residential dwellings. Policy DM4.6 does not specify the types of housing to be provided. The Masterplan identifies the housing mix in this character area as detached and some semi-detached houses, with large detached plots especially to the edges. Along the link road semi-detached and short terraces may be appropriate. In terms of height, the Masterplan states generally two storeys in height with some opportunities for 2.5 storeys to assist in legibility of routes.

10.27 A mix of house types are proposed (detached, semi-detached and terraces) providing a range of 2, 3, 4 and 5 bed properties. The properties are largely two storeys in height but the development also includes 8 bungalows. The house types proposed meet with the requirements set out in the Masterplan. The height of the proposed housing is considered commensurate to the built form within the immediate area and meets with the requirements set out in the Masterplan.

10.28 Two different architectural house styles are proposed; a traditional range and a contemporary range. The contemporary units are located to the southeast of the site. Traditionally designed units are proposed on the remainder of the site, including the areas that surround and connect to Stephenson Park. The Planning Policy (Design) officer notes that a consistent use of materials will help to provide consistency between the different house type ranges. He also notes certain plots which require bespoke rear elevations due to their siting.

10.29 The application site is one of the key entry points for the wider strategic allocation and therefore has an important function to create a focal point that contributes towards a positive image.

10.30 Housing fronts the south-east of the site and onto the section of the link road that is being proposed under this application. This accords with the Masterplan requirements for this Character Area.

10.31 In terms of the relationship with Stephenson Park, the Planning Policy (Design) comments advise that the site wraps around Stephenson Park and the integration of this development is an important design principle. The proposed scheme has a connected layout of roads and a continuation of streets which link into Stephenson Park. The housing also fronts onto the landscape/SUDS area to

the southern part of the site. This landscaped area separates the proposed housing from the existing housing to the south of the site.

10.32 The Planning Policy (Design) officer states that layout and connectivity have been well considered and he recommends several conditions regarding boundary and surfacing treatments.

10.33 The link road provides cycle/pedestrian connectivity from Great Lime Road to the south-eastern access to the site. A later phase of the wider strategic allocation, not part of the current application, to the north, will be able to connect to this.

10.34 The section of road that runs from Great Lime Road to the access to the site at its eastern end meets part of the requirements of Policy S4.4 (b) part (b) and part (c). Members need to consider whether the proposed site layout, in terms of its permeability, will prejudice the delivery of the wider strategic allocation. It is officer advice that it would not.

10.35 The site slopes from north down to the south. The proposed layout has regard to these levels and cross sections have been submitted to show the impact of the levels on the proposed dwellings. It is officer advice that the layout demonstrates that acceptable separation distances can be achieved within the site. The layout also achieves acceptable impacts in terms of outlook and light. Each house has its own outdoor amenity space, refuse store and parking. All houses comply with the government's Nationally Described Space Standards.

10.36 The wider strategic green infrastructure requirements are set out in the Masterplan. The Master Plan shows an area of green infrastructure to the southern part of this site, certain areas within the housing area for this site and to the northern part of this site. This includes the provision of natural landscaping, habitat creation, formal public open space and SUDS.

10.37 The Site-Specific Infrastructure Delivery Plan (IDP) (2016) advises that the phasing and timing of green infrastructure and provision of potential mitigation for biodiversity will generally be required to align with the build out of the development parcels themselves. It is therefore assumed within the delivery framework that phasing for delivery of such infrastructure needs will arise throughout the site. Where contributions will be towards enhancement or maintenance of infrastructure elsewhere a phased approach that ensures contributions are proportionate to development undertaken and their impacts considered the most appropriate.

10.38 The Infrastructure Delivery Schedule (IDS) set out in the Masterplan is based upon identified character areas across the site and the broad phasing plan in order to determine the likely timescales for the delivery of key infrastructure projects on the site.

10.39 The application includes the provision of landscaped open space to the southern part of the site and smaller elements in other parts of the site. This would be managed by a management company and relevant conditions are proposed to secure long term management and access arrangements.

10.40 Parts of the site are covered by a wildlife corridor which extends along the southern, western and northern boundary. None of the trees on the site are protected by a Tree Preservation Order (TPO) or located within a conservation area. Consideration is given later in the report to the impact of the proposal on biodiversity and landscaping.

10.41 With regards to the impact of the landscaping on visual and residential amenity, a landscape plan has been submitted and a plan showing the proposed habitat and amenity areas on the site. This shows a large area of amenity open space immediately to the south of the proposed residential development. To the south of this and to the north of Palmers Green and the playing fields at Palmersville is an area of habitat enhancement. Throughout the site there are other areas of habitat retention/creation and amenity areas. These areas also include sustainable drainage basins. The landscaping to the southern part of the site forms part of the strategic wildlife corridor. Reference is made on the Landscape Strategy Plan to gentle land raising to the southern part of the site to accommodate excess material from the site.

10.42 The Planning Policy (Design) comments note that two areas of amenity green space are proposed; a small area in the centre of the site and a larger area to the south of the site. The comments state that the design of the small central area of amenity green space is well designed. The larger area of amenity green space is well located for easy access and use, however a SUDS basin and tree planting impinges on the amount of useable space for play and recreation. The applicant has provided further information that states that the SUDS basin would be seeded with the same amenity grass and is shallow, with a gentle gradient and is designed to be dry the majority of the time and will contribute to the wider area of useable amenity space. A condition is recommended for a detailed delivery plan of open space.

10.43 The western edge of the site is adjacent to a wagonway. The Planning Policy (Design) comments note that the design of the western edge of the site has been improved with some units removed and the orientation of units changed to have a positive development edge. The officer states that the rear elevations of units 33 and 34 will be highly visible along the western edge and require a high-quality design. Any detailing on the front of the units, such as decorative brickwork and material variation, should be repeated on the rear elevations. He states that bespoke rear elevations are required for these two plots, and this should be conditioned.

10.44 With regards to the landscape buffer to the northern part of the site, the Design Officer notes that the area of buffer planting is not in accordance with the masterplan but that the applicant has set out that phase 2 to the north will provide a sufficiently wide corridor to compensate for this. This area to the north is not part of this current application therefore it cannot be secured as part of this application. It can be assessed under a future application. However in terms of the visual impact of the proposal on this northern boundary, this is considered to be acceptable.

10.45 The Landscape Architect advises that the application is supported by a Landscape and Visual Impact Assessment which assesses the impact of the development proposals upon landscape character and visual amenity. It is expected that during construction, the development will be phased and changes to the landscape character will be expected. The highest visual effects, considered to be significant, will be experienced from bridleways within and on the edge of the site. These effects will be of a temporary nature. Once the development is completed, landscape effects on the site would be adverse and permanent. The landscape mitigation will be in place at completion of the development and would mature over time. Following the initial establishment period, it is anticipated that effects of the development would reduce with the beneficial aspects of the landscape mitigation. Further consideration is given to the landscaping in the consideration of biodiversity.

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

11.0 Impact upon residential amenity

11.1 Paragraph 191 of the NPPF states that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so, they should amongst other matters; mitigate and reduce to a minimum potential adverse impact resulting from new development – and avoid noise giving rise to significant adverse impacts on health and quality of life.

11.2 Paragraph 192 of the NPPF states that planning policies should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clear Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management and green infrastructure provision and enhancement.

11.3 Paragraph 193 of the NPPF seeks to ensure that new development can be integrated effectively with existing businesses and community facilities. Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

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

11.5 LP Policy DM5.19 'Pollution' states, amongst other matters, development that may cause pollution will be required to incorporate measures to prevent or reduce pollution so as not to cause unacceptable impacts to the environment, to

people and to biodiversity. Potentially polluting development will not be sited near to sensitive areas unless satisfactory mitigation measures can be demonstrated.

11.6 LP Policy DM6.1 of the Local Plan states that proposals are expected to demonstrate a positive relationship to neighbouring buildings and spaces; a safe environment that reduces opportunities for crime and antisocial behaviour; and a good standard of amenity for existing and future residents and users of buildings and spaces.

11.7 The Design Quality SPD states that the quality of accommodation provided in residential development contributes significantly to the quality of life of residents.

11.8 The impact of the proposal on existing residents and future occupiers of the development is an important material planning consideration. Objections have been received regarding the impact on residential amenity, including loss of privacy, noise impact and disturbance and impacts on air quality.

11.9 The development is adjacent to and surrounding the Stephenson Park estate. Therefore the impact of the proposal on the privacy, outlook and light to those properties is an important material planning consideration. Several existing properties on Moorfield Drive, Quarry Close, Village Close, Highfield Place, Military Close and Sandstone View will have dwellings adjacent to or opposite them. In addition new roads are proposed which link to existing roads on the estate.

11.10 Plot 8 is to the west of No.3 Moorfield Drive. The dwelling on this plot is a two storey 4 bed detached property. Whilst it sits slightly forward of the front elevation of No.3, it is separated from No.3 by the proposed garage therefore it will not have a detrimental impact on the privacy, outlook or daylight to the occupiers of No.3.

11.11 Plot 9 is to the west of No.23 Quarry Close. The dwelling on this plot is a two storey 2 bed semi-detached property. Whilst it sits slightly to the rear of the rear elevation of No.23, given its separation from the gable elevation of No.23 it will not have a detrimental impact on the privacy, outlook or daylight to the occupiers of No.23.

11.12 Nos. 14, 15 and 16 Quarry Close have their rear elevations to the east of the dwelling on plot 32, which is a 3 bed end terrace property. There is a separation of at least 16m between the rear elevations of the existing dwellings and the gable of the proposed dwelling. Therefore it will not have a detrimental impact on the privacy, outlook or daylight to the occupiers of these dwellings.

11.13 To the south of No.14 Quarry Close is a bungalow. This projects approximately 4m beyond the rear elevation of No.14. However there is a separation distance of approximately 3m between the existing and proposed dwelling and the proposed dwelling is a bungalow, therefore it will not have a detrimental impact on the privacy, outlook or daylight to the occupiers of this dwelling.

11.14 Plots 60 to 63 are to the south of No.12 Quarry Close. No.12 has its gable and front garden adjacent to the boundary with these properties. There is a separation of 10m between the proposed rear elevations and the boundary, therefore there will not be a detrimental impact on the privacy, outlook or daylight to the occupiers of this dwelling.

11.15 Plots 64 and 66 are to the west of No.6 Village Close and No.31 Highfield Place respectively. The dwellings on these plots are two storey detached properties. Given their siting and separation they will not have a detrimental impact on the privacy, outlook or daylight to the occupiers of those dwellings.

11.16 Nos 23 to 31 Highfield Place (odds) would be opposite proposed dwellings. Given the separation of at least 40m they will not have a detrimental impact on the privacy, outlook or daylight to the occupiers of those dwellings.

11.17 Nos 3 to 11 and 15 to 19 Moorfield Drive (odds) would be opposite proposed dwellings. Given the separation of at least 30m they will not have a detrimental impact on the privacy, outlook or daylight to the occupiers of those dwellings.

11.18 No.21 Moorfield Drive is approximately 16m from a detached property on plot 529. Given this distance and the angle of the respective elevations it is considered that the impact on the privacy, outlook or daylight to the occupiers of that existing dwelling is acceptable.

11.19 The proposed dwelling on plot 529 has its rear elevation facing onto the rear garden of No.2 Moorfield Drive. Given the proposed rear elevation does not have any habitable windows in it and given the separation this is considered to be acceptable.

11.20 Nos. 2 to 22 Moorfield Drive will have proposed dwellings to the north of their rear elevations. The separation distances are considered to be acceptable.

11.21 A detached dwelling is proposed to the east of No.22 Moorfield Drive and this extends beyond the rear elevation of No.22. This projects approximately 6.5m beyond the rear elevation of No.22. However there is separation distance of approximately 3m between the existing and proposed dwelling, and whilst this will impact on daylight in the morning, it is not considered detrimental.

11.22 Plots 479 to 483 have their rear elevations facing the gables and rear gardens of Nos. 45 Moorfield Drive and 5 Reme Court. Given the separation distance this is considered to be acceptable in terms of outlook, daylight and privacy.

11.23 Plot 479 is to the north of No. 5 Military Close. Given the gable of No.5 faces the proposed dwelling this is considered to be acceptable in terms of outlook, daylight and privacy.

11.24 Plots 292 to 295 and plot 303 are to the east of 8 and 16 Military Close and 16 Sandstone View. Given the separation and orientation of the dwellings this is considered to be acceptable in terms of outlook, daylight and privacy.

11.25 Plots 284 and 285 are to the east of 22 Highfield Place and 17 Sandstone View. The applicant's submitted Site Interface Plan shows that the dwelling on plot 284 will be approximately 0.3m higher than the dwelling at No.22. This is considered to be acceptable in terms of outlook, daylight and privacy.

11.26 With regards to the properties to the south of the site, on Palmers Green and Laurel Avenue, is noted that the proposed dwellings will sit at a higher level than the existing properties, given the slope of the site upwards from south to north. There is a separation distance of over 130m between the proposed dwellings and the existing dwellings to the south on Palmers Green and over 230m to the properties on Laurel Avenue. Given the separation distance the impact on their outlook, light and privacy is considered to be acceptable. In addition it is noted that the landscaping scheme includes planting of trees in the southern part of the application site.

11.27 Whilst there will be connections to some of the existing roads on the site, the impact of these is not considered to be detrimental. The road connections are considered further in a later section of this report.

11.28 The proposal includes areas of landscaping, particularly to the south of the site, as well as areas to the centre of the site. Plans have been submitted to provide details of the proposed planting on these areas. The landscaping and impact on ecology are considered further in a later section of this report. With regards to the impact of the proposed landscaping on the amenity of existing properties, it is considered that the impact is acceptable given the nature and relationship with the existing properties.

11.29 The separation distances between the proposed dwellings is considered to be sufficient to ensure the privacy, outlook and daylight to those dwellings is acceptable. There are level differences across the site therefore there will be some overlooking between certain proposed properties. This is particularly the case at the western end of the site. The applicant has submitted cross sections at three points to illustrate the differences in levels on the site. One of these sections shows a plot with a floor level of 71.475 which has its rear elevation facing the rear elevation of a plot to the south with a floor level of 68.325 i.e. a floor level difference of 3.15m. There is a separation of 22.2m between these dwellings. Whilst there will be some overlooking as a result of the level differences, the impact in terms of overlooking is considered acceptable.

11.30 The Manager for Environmental Health (Pollution) has been consulted. They have raised concerns regarding road traffic noise from Killingworth Lane and the proposed new link road affecting the proposed residential development. They have reviewed the updated Environmental Statement Addendum which has been provided in addition to the Environmental Statement and the supplementary Environmental Statement for the phase 1 of this development for noise impacts and air quality impacts.

11.31 The air quality assessment has considered the potential increase in air pollutants resulting from an increase in road traffic resulting from the development. The air quality assessment has concluded that there will be a

negligible increase in both nitrogen dioxide and particulates and overall air pollutant levels will be below the air quality objective levels for NO₂ and PM₁₀ if the development was to occur. With regard to PM_{2.5} levels, although there is a limit level within the 2010 Regulations there are no specific target limits set within the LAQM Technical Guidance (TG16) for Local Authorities in England to work towards. It is recognised that there are no safe levels for particulates and that Local Authorities must have policies in place to reduce the levels to as low a level as possible. Environmental Health note that the applicant advises that the scheme will incorporate measures to address air pollutants, e.g. such as the provision of electric car charging points, travel plans and use of low NO_x boilers.

11.32 DEFRA's draft Air Quality Strategy dated April 2023 sets out measures to address air quality. The strategy states that local authorities should take action to reduce PM_{2.5}. The development will contribute to air pollution even though impacts have been assessed as low. There is no safe limit for particulates and the development will contribute to this pollutant. Environmental Health had advised that provision is made in the form of a S106 contribution to enable air quality monitoring to be carried out following development. However they have subsequently clarified that the air quality assessment considered the development only and did not consider the overall cumulative impacts of major developments within the area and that the air quality modelling did not suggest that this development itself would result in pollutant concentrations that would be considered to have significant adverse impacts and, therefore they would not be able to justify recommending refusal of the application in the absence of section 106 funding for air quality monitoring.

11.33 Environmental Health advise that the updated noise assessment has modelled the equivalent daytime facade noise levels at the proposed residential units for those closest to the Killingworth Lane (B1317) and the new link road based on noise monitoring carried out at monitoring locations nearest to these major roads in the area of Phase 1 of this development. Impacts on existing sensitive receptors for the increased road traffic resulting from the development including the new link road have been identified as negligible.

11.34 For the proposed residential plots the modelled noise levels across the development site closest to the roads are in the region of between 61 dB LAeq for daytime and levels of up to 54 dB LAeq for night time. Conditions are proposed to require a scheme for window glazing and ventilation to the habitable rooms and for acoustic fencing for any plots with rear gardens in line of sight to Killingworth Road.

11.35 The NPPF, paragraph 55 states "Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations." However, it is clear from the Environmental Health comments that they do not object to the proposed development. They have advised that appropriate mitigation to address the impacts of noise and protect the amenity of future occupants can be achieved via appropriately worded conditions.

11.36 With regards to the impact of the development on noise to existing properties, it is noted that there will be an impact during construction. Conditions are proposed to mitigate this impact including restriction on construction hours.

11.37 The supporting text to Policy DM4.9 recognises the importance of meeting the needs for an ageing population and those living with disabilities when providing housing. The supporting text specifically advises that most older people want to remain in their homes for as long as possible. Providing more accessible homes will ensure that new housing provision is more easily adaptable to enable people to maintain their independence for longer. Policy DM4.9 requires reasonable provision to be made for most people to access the dwelling and incorporate features that make it potentially suitable for a wider range of occupants, including older people and those living with reduced mobility issues. A condition is recommended to ensure that the requirements of Policy DM4.9 are met.

11.38 During the course of development, construction activities will give rise to some noise and disturbance. Conditions to control hours of construction and dust and mud mitigation can be imposed to appropriately control activities so as to limit the most harmful impacts.

11.39 Members need to determine whether the proposed development is acceptable in terms of its impact on residential amenity. It is officer advice that the impacts on residential amenity can be appropriately addressed via conditions. As such it is officer advice that the proposed development does accord with the NPPF and LP Policies DM5.19 and DM6.1.

12.0 The impact of the proposal on the highway network and whether sufficient parking and access would be provided

12.1 The NPPF paragraph 115 makes it clear that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 114 of the NPPF states that in assessing specific applications for development, it should be ensured that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location, safe and suitable access to the site can be achieved for all users, the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety can be cost effectively mitigated to an acceptable degree.

12.2 The NPPF paragraph 116 states, amongst other matters, that applications for development should give priority first to pedestrian and cycle movements both within the scheme and with neighbouring areas and so far as possible to facilitating access to high quality public transport and address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

12.3 The NPPF paragraph 117 requires development that generates significant amounts of movement to be accompanied by a transport statement or transport assessment.

12.4 LP Policy S7.3 states that the Council, will support its partners, who seek to provide a comprehensive, integrated, safe, accessible and efficient public transport network, capable of supporting development proposals and future levels of growth.

12.5 LP Policy DM7.4 'New Development and Transport' makes it clear that the Council will ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account and seek to promote sustainable travel to minimise environmental impacts and support resident's health and well-being.

12.6 The Council's maximum parking standards are set out in the Transport and Highways SPD.

12.7 Objections have been received regarding the impacts on the highway network, increased traffic movements and congestion and impacts on pedestrian safety.

12.8 The nearest Metro Station is Palmersville which is approximately 200m east of the Great Lime Road/ Forest Gate junction. The nearest bus stops are on Great Lime Road.

12.9 Objective E of the Masterplan states that a new link road will connect Palmersville to Killingworth Way which will comfortably accommodate cars, buses and bicycles and provide a new strategic link within North Tyneside's road network. There will be distinct arrival points from Great Lime Road to the south and Killingworth Way to the north. The road should have generous grass verges, landscaping and positive active frontages. Objective F of the Masterplan states that a clear street hierarchy will radiate away from the link road including a secondary road link and underpass to the A19 providing road, public transport, pedestrian and cycle connectivity to Northumberland Park district centre. Gateway features into each parcel of development will create landmarks to facilitate movement. Objective K states that the layout will create an effective and efficient local transport and highway network which promotes sustainable modes of transport and ensures the opportunity to deliver a new Metro Station on the site can be achieved.

12.10 Members are advised that a section of the primary road infrastructure forms part of this application from Great Lime Road to the site access at the eastern side of the site.

12.11 Officers have been in discussions with the applicant regarding the potential impact of the proposal on the highway network and to ensure that the satisfactory delivery of the wider strategic site is not prejudiced.

12.12 The applicants have submitted a Transport Assessment (TA), Public Transport Strategy, road safety audits and a Framework Travel Plan (TP).

12.13 The Site-Specific IDP provides indicative costs associated with the delivery of the highway infrastructure costs.

12.14 The Masterplan Character Area 1 states that Moorfield Drive will not be accessible for through-traffic from Phase 2 onwards of the wider Killingworth Moor site. Objections have been received that the proposed development would not comply with this. The indicative layout on the Masterplan showed a through route connecting to the eastern end of Moorfield Drive, therefore this would have anticipated traffic routing along all of Moorfield Drive. The proposed primary street road through the development only connects through to Moorfield Drive at the north-western end of the estate, to the west of No.2 Moorfield Drive. It has a junction onto Moorfield Drive opposite Nos. 17, 19 and 21 Moorfield Drive. There is a pedestrian and vehicular connection through for 15 properties by Nos. 22 and 45. However there is no through route for a road through to the main link road to Great Lime Road at that point. There is no vehicular connection through to Highfield Place from the east. There is a connection through for vehicular traffic via Village Close and Quarry Close for the western portion of the proposed development. Whilst the layout proposed does allow for traffic to access through Moorfield Drive, this is considered acceptable in terms of the impact of traffic on residents of the existing dwellings for the reasons set out.

12.15 The Highways Network Manager has been consulted. He has considered the submitted TA and other relevant reports. The TA was tested in the model used by National Highways, given the proximity to the Strategic Road Network. The Highways Network Manager has advised that he considers that the impact of the development on the local highway network will not be severe with off-site mitigation proposed and implementation of the measures to promote sustainable transport. For these reasons he recommends conditional approval.

12.16 To mitigate the impact of the site traffic associated with this development the following off-site highways works are required:

- Site access (south), B1505 Great Lime Road & Forest Gate - localised widening, dedicated left turn and right turn lanes from Forest Gate, upgrade of signals and improved pedestrian crossing facilities.
- A191 Whitley Road, A191 Holystone Way, B1505 Great Lime Road & Whitley Road (Wheatsheaf roundabout) - alterations to approaches on A191 westbound and Great Lime Road, changes to circulatory on roundabout and improvements to pedestrian & cycle facilities including a Puffin Crossing on Whitley Road (east).

S106 contributions will also be required for works at the following junctions:

A191 Whitley Road, Chollerton Drive, Asda access - alterations to junction layout, signal timings and pedestrian phasing & localised widening

B1505 Great Lime Road, B1317 Killingworth Road & Forest Hall Road - alterations to junction layout extension of westbound right turn lane & localised widening

12.16 The Highways Network Manager has advised that parking and visitor parking will be provided in accordance with the Transport and Highways SPD 2022 and cycle storage is included for each dwelling. He has also advised that

the applicant will be required to enter into a S106 agreement for a Travel Plan sum of £150,000 which will be used to improve sustainable transport measures should the targets in the Travel Plan not be met and a monitoring fee in accordance with the North Tyneside Travel Plan guidance.

12.17 With regards to the Great Lime Road/Forest Gate junction, the applicants' have referred to a report which considers the interim impacts on the B1317 Killingworth Lane for both Phase 1 North & South (dated 5th July 2023) and they state that this report concludes that at the end of year 2 (estimated 78 occupations accessing via Moorfield Drive) and at the end of year 4 (estimated 160 occupations accessing via Moorfield Drive), the level of traffic generated on the B1317 Killingworth Lane between the West Lane and Moorfield Drive junctions is low and can be readily accommodated on the local road network. The Highways Network Manager has agreed that the Great Lime Road/Forest Gate junction will need to be installed prior to occupation of 78 dwellings and a condition is recommended for this.

12.18 National Highways initially submitted a holding direction to the application. The applicants have submitted additional information and National Highways have withdrawn their holding direction.

12.19 Objective K of the Masterplan requires that the layout create an effective and efficient local transport and highway network which promotes sustainable modes of transport and ensures the opportunity to deliver a new Metro Station on the site can be achieved. Paragraph 4.4 of the Masterplan states that additional public transport provision will be required to achieve sustainable travel for the site. It also refers to consideration for an optimum route for a bus service through the site should be considered in the Masterplan as well as a location for a potential new Metro Station.

12.20 Paragraph 5.2 of the Masterplan states that excellent public transport links that are easily accessible throughout the site will be required to ensure a suitable attractive service is available for new residents. The option of a new Metro station will also be accommodated in the Masterplan should it be required. Direct and convenient pedestrian and cycle links to the existing Metro stations will promote and encourage the use of the Metro system. Further, the Masterplan will ensure attractive links to existing transport hubs by providing convenient and direct connections to the existing network of cycle and pedestrian paths. New bus services will run through the site along key routes providing sustainable access to key destinations.

12.21 Paragraph 6.3 of the MP states that if a Metro is not included as part of development proposals at Killingworth Moor, an equivalent level of public transport provision would be required through an enhanced bus service.

12.22 The applicants' Public Transport Strategy refers to a new metro station to be provided at the Murton Strategic Site and it states that the results of work undertaken by Nexus has revealed that there may only be enough capacity in the timetable based on the existing service pattern for one new station on the line and the report states that there is uncertainty whether a new station at Killingworth Moor could be accommodated on the Metro network. Therefore the

applicants advise that they, along with other members of the Killingworth Moor consortium, have considered other options with greater certainty and which will offer greater benefit to residents in terms of the transfer of trips from the car. The application does not prejudice the potential location of the new Metro station which is outside the application site.

12.23 The applicant has submitted a Public Transport Strategy which states the proposal to extend the Stagecoach 38 service from Forest Hall to the Killingworth Moor South Phase 1 bus turning area on a 30 minute daytime frequency and hourly evening and Sunday frequency. The service would commence prior to the occupation of the 111th dwelling.

12.24 Nexus have advised that they support the draft over-arching Public Transport Strategy for the wider site and they have no issues with the proposed transport arrangements in respect of this application. They note that the construction of the proposed spine road connecting Great Lime Road to the proposed development site may provide a more attractive connection for some residents to Palmersville Metro station.

12.25 Paragraph 104 of the NPPF states that planning decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users. The application includes the diversion of the rights of way at the site. The proposed diverted path would be at the northern boundary of the site. A 3m wide pedestrian/cycle route is proposed here. A 2m wide pedestrian route is proposed through the centre of the site and a 3m wide pedestrian/cycle route is proposed to the south of the proposed housing. The proposal will therefore bring benefits in terms of non-motorised provision for pedestrians and cyclists.

12.26 The representation submitted by Northumberland Estates refers to the spine road not extending to the boundary of the application site. They question whether the policy requirement relating to the delivery of the spine road, with reference to policy S4.4(c) part b and the associated impact on the viability of future phases. Whilst it is noted that the application only proposes the spine road to just beyond the site access, the proposed landscaping plans show landscaping to the edge of the location of the road, hence its inclusion in the red line. The road corridor is reserved and no part of it is sterilised in the future. It is considered that a future phase could deliver the spine road from that shown on the current application to the northern boundary of the application site and beyond this, with the red line of any future application overlapping that in this application. A mechanism secured through the S106 can ensure that the land required for the spine road remains available for future phases of development and it is noted that no development is proposed in this area under the current application.

12.27 Members need to consider whether the proposal is acceptable in terms of its impact on highway safety and the wider highway network, having regard to the requirements of the strategic site and whether bringing forward this site will prejudice its wider delivery. It is officer advice that subject to conditions, including securing the off-site highway works via a S278 Agreement, the proposal is acceptable and will not prejudice the delivery of the wider strategic allocation or

result in a severe impact on the highway network. As such, the proposed development accords with the NPPF and LP policies DM7.4 and part of S4.4(b) part b, and the Transport and Highways SPD.

13.0 Biodiversity

13.1 An environmental role is one of the three dimensions of sustainable development according to NPPF, which seeks to protect and enhance our natural environment.

13.2 Paragraph 180 of the NPPF states that the planning policies and decisions should contribute to and enhance the natural and local environment. Amongst other matters, this includes minimising the impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

13.3 Paragraph 186 of the NPPF states that when determining planning applications LPAs should apply the following principles which include, if significant harm cannot be avoided, adequately mitigated, or as a last resort, compensated from the planning permission should be refused.

13.4 Paragraph 188 of the NPPF states that the presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.

13.5 DM5.2 and DM5.3 relate to protection of green infrastructure and green space provision.

13.6 LP Policy S5.4 'Biodiversity and Geodiversity' states that these resources will be protected, created, enhanced and managed having regard to their relevant significance.

13.7 LP Policy DM5.5 'Managing effects on Biodiversity and Geodiversity' seeks to protect biodiversity and geodiversity.

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

13.9 Expert advice will be sought on such proposals and, if necessary, developer contributions or conditions secured to implement measures to ensure avoidance or mitigation of, or compensation for, adverse effects. Such measures would involve working in partnership with the Council (and potentially other bodies) and could include a combination of two or more of the following mitigation measures:

- a. Appropriate signage to encourage responsible behaviour;
- b. Distribution of information to raise public awareness;

- c. Working with local schools, forums and groups to increase public understanding and ownership;
- d. Use of on-site wardens to inform the public of site sensitivities;
- e. Adoption of a code-of conduct;
- f. Zoning and/or seasonal restrictions to minimise disturbance in particular sensitive areas at particularly sensitive times;
- g. Specially considered design and use of access points and routes;
- h. Undertaking monitoring of the site's condition and species count;
- i. Provision of a Suitable Accessible Natural Green Space (SANGS).

13.10 LP Policy DM5.7 'Wildlife Corridors' states "Development proposals within a wildlife corridor, as shown on the Policies Map, must protect and enhance the quality and connectivity of the wildlife corridor. All new developments are required to take account of and incorporate existing wildlife links into their plans at the design stage. Developments should seek to create new links and habitats to reconnect isolated sites and facilitate species movement."

13.11 LP Policy DM5.9 'Trees, Woodland and Hedgerows' supports the protection and management of existing woodland, trees, hedgerows and landscape features. It seeks to secure new tree planting and landscaping schemes for new development and, where appropriate, promote and encourage new woodland, tree and hedgerow planting.

13.12 The Coastal Mitigation SPD contains additional guidance and information on the mitigation expected from development within North Tyneside to prevent adverse impacts on the internationally protected coastline.

13.13 The Masterplan states that the appropriate introduction of Green Infrastructure will be essential to the creation of a high-quality development with a distinctive character where residents can enjoy a healthy and active lifestyle.

13.14 Objections have been received regarding impact of the proposal on landscaping, loss of trees and detrimental impact on wildlife. A wildlife corridor crosses areas of the site.

13.15 The Biodiversity Officer and the Landscape Architect have been consulted on the application and have offered their comments. They refer to the Environmental Statement in their comments as well as the other supporting ecology documents. They advise that the site is dominated by arable crops and grassland fields, with species-poor hedgerows along some field boundaries. Marshy grassland is present alongside the Forest Hall Letch. A small section of this watercourse will be impacted by the new road infrastructure into the site from the south-east boundary.

13.16 With regards to bats, the site is dominated by arable and improved pasture farmland which has been evaluated as providing habitat of low suitability for foraging and commuting bats. Breeding bird surveys have been undertaken as well as wintering bird surveys. No evidence of badger presence was found within the site and no suitable habitat for otter was found within the site, however, occasional use of the Forest Hall Letch to the south of the site by otter cannot be ruled out. The likelihood of otter being present, however, is considered to be low

as the Letch is culverted upstream and downstream of the site. The site features limited suitable habitat for reptiles, with most grassland under regular, intensive agricultural management. The marshy grassland alongside The Letch is relatively young. The presence of reptiles on site is considered unlikely.

13.17 The majority of habitats will be lost as a result of the development (with the exception of native hedgerows), however, the majority of these habitats are arable fields and species-poor improved grassland fields of low ecological value. Given these habitats provide valuable habitat for low numbers of ground nesting birds and for wintering birds, mitigation measures for the ecological impacts of the scheme have been provided through an on-site landscaping scheme and an off-site compensation area for farmland birds. This includes on site and off site provision and these measures will be secured through planning conditions and a S106 legal agreement.

13.18 The Biodiversity Officer and Landscape Architect note that amendments to the landscape scheme have been made to provide a high level of green infrastructure and visual amenity and the creation of a valuable range of habitats that help mitigate ecological impacts and the delivery of biodiversity net gain. The scheme includes a large landscape buffer to the south of the development site incorporating SUDs features (swales and attenuation basins), woodland, scrub, hedgerow and wildflower grassland habitats. The landscape buffer to the south forms part of the strategic wildlife corridor and provides new habitats to ensure the strategic wildlife corridor is enhanced and biodiversity net gain is delivered that meets the Killingworth Moor Masterplan objectives.

13.19 The very southern part of this planting corridor which comprises broadleaf woodland, native scrub and species rich grassland, is separated from the built development by a large landscaped 'transitional' zone that consists of species rich grassland, urban tree planting, SUDs, footpaths and public open space and offers more public access. This 'transitional' zone is separated from the southern woodland area by a native hedgerow with trees to ensure that access into this area is more restricted and disturbance to the new habitat area is minimised. This will also ensure habitats do not become degraded.

13.20 The Biodiversity Officer and Landscape Architect advise that the landscaping scheme submitted is generally acceptable. The selected plant species are native and include standard trees, native hedgerows, woodland planting, native scrub, wildflower grasslands, SUDs planting and amenity grass. The existing vegetation is predominately along the western boundary in the form of mature trees and shrub planting which is to be retained and enhanced and the majority of existing hedgerows within the site are also being retained. Additional planting is proposed to improve the setting of the development site and to strengthen the planting which already exists in order to restrict and filter views of the site from surrounding areas. The planting will positively reduce any impact the development will have on the local area and ensure long-term integrity and setting of the proposed development.

13.21 The Biodiversity Officer and Landscape Architect advise that in general the landscape proposals are of high quality and achieve the objective of integrating the new development by enhanced buffer planting to the boundaries, increasing

biodiversity and providing safe public access where required. The proposals will see extensive new tree planting throughout.

13.22 The Biodiversity Officer and Landscape Architect also note that the gateways into the site have been improved by introducing standard trees in a structured framework of hedgerow planting and wildflower seeding. These will function as part of the overall green infrastructure and provide a green buffer to the new housing that will contribute to a more pleasant entrance routes to the development. Planting is also shown along the spine road.

13.23 A Landscape Management Plan has been submitted that sets out the strategy for the management of the new and proposed landscape. A Landscape & Ecology Management and Monitoring Plan will be required, and a suitably worded condition applied, to ensure the requirements of Biodiversity net gain can be achieved over the required 30 year period.

13.24 The applicant has advised that the approach to the ecological proposals is for the site to mitigate its ecological impacts through the landscaping approach on site, which creates a meaningful range of habitats, that have then been further enhanced to create the biodiversity net gain value for the site. It is not possible to mitigate on site for ground nesting bird habitat loss therefore proposed off site compensation is provided on land at the former Brenkley Surface Mine site to create habitat for farmland birds and specifically ground nesting skylark. The applicants advise that this reflects the overarching Compensation Strategy for the whole of the Killingworth Moor Strategic site.

13.25 With regards to the impact of the proposal on the Forest Hall letch to the south of the site, the applicants advise that the Environment Agency raise no objection to the application subject to conditions one of which is for a scheme to be agreed for the provision of compensatory habitat creation. A strategy to address the Environment Agency's requirement has been developed to set out principles of approach with the details then to be provided via a condition.

13.26 With regards to the wildlife corridor to the north of the site the applicant has advised that this will be delivered in part through this planning application with the remainder forming part of the future phase two application to the north. The applicant advises that whilst this will move a small amount of the wildlife corridor to the north it all will be maintained to encompass a larger area when the phase two application comes forward. They also state that their latest amended plans have sought to improve that northern corridor by relocating visitor parking bays and electricity substations. As noted previously, phase two is not part of this application and would be subject to a future application.

13.27 The Biodiversity Officer and Landscape Architect refer to the northern boundary of the site as being within a wildlife corridor as shown on the Local Plan Policies Map 2017. They refer to the Masterplan which requires a substantial planted buffer to this northern boundary. They state that the wildlife corridor proposed to the northern boundary within this application is significantly reduced in width when compared to the approved masterplan and the approved Stephenson Park application. They question whether the corridor is sufficiently wide enough to provide adequate habitat connectivity with the wider area and the

narrow areas either side of the footpath provide limited space for meaningful habitat creation and the proximity of housing and lighting of the footpath will inevitably increase light pollution in these areas. However, they note that improvements have been made to ensure that biodiversity planting is maximised along this route as far as possible whilst meeting the objective of integrating open and accessible green space within the new development. They note that the applicant has advised that a future development would deliver the remaining part of this corridor. That would be outside this application. However they also note that some alterations have been made to features such as visitor parking spaces and locations of sub-stations/turning heads which has reduced some of the impacts on green infrastructure along sections of this corridor which they welcome. The northern boundary is considered to be acceptable.

13.28 The applicant has undertaken a biodiversity net gain assessment. This assessment includes baseline habitat assessments for the proposed development site and off-site mitigation land based on habitats that will be lost/retained and enhanced. It also includes post-development assessments for the site based on habitat creation and enhancement. The report indicates the extent of habitat creation within the development site which includes 4ha of broadleaf woodland, 4.85ha of other neutral grassland, 1.95ha of mixed native scrub, 1.6ha of SUDs (Sustainable Urban Drainage features including swales), 1ha of amenity grassland and 234 no. standard urban trees. In addition, 0.42ha of other neutral grassland (ONG) will be retained and enhanced on-site and 2.2ha of poor neutral grassland along the Letch watercourse will also be enhanced off-site. There is also 2.89km of native hedgerow within the site, of which 0.23km will be lost and 0.49km enhanced and 2.57km of new native hedgerow will be created on site as part of the scheme. The Forest Hall Letch has also been partly assessed due to impacts associated with the new road infrastructure that crosses the Letch. A small section (0.03km) of the 0.23km section of watercourse which was assessed on site will be impacted as a result of a new culvert. To compensate for this loss, off-site watercourse improvements to 0.2km of the Letch will be undertaken in line with measures set out in the BNG Report and associated Letch Plan to enhance condition of this section from moderate to fairly good. The Metric assessment indicates an overall net gain for habitats of 10.36%, an 81.73% net gain for hedgerows and a 2.62% net gain in watercourse units with all trading rules satisfied. This demonstrates that the scheme will deliver a biodiversity net gain in accordance with Local Plan Policy and the NPPF.

13.29 The applicant has submitted an off site mitigation plan to mitigate the impact of the scheme on farmland birds and this is considered acceptable in principle. The site is at the Brenkley Colliery site in Northumberland. The Biodiversity Officer considers the general objectives and farmland bird measures proposed within the Plan are considered acceptable.

13.30 With regards to trees, the submitted Arboricultural Assessment has been considered. This details that the removal of a certain individual trees is required and tree groups 56, and sections of groups 54, 57, 59, & 64. Hedgerows 33, & 35, and sections of Hedges 26, 32, 44, 34, 37, and 38 are also to be removed. The trees and hedgerows to be removed are classified as Category C (low quality) comprising of small scrub type growth or outgrown hedge plants. The

exception is tree group 59 which is classified as Category B (moderate value group). In terms of mitigation, the tree and hedge removals will have a minimal arboricultural impact and which can be easily offset by the tree and hedge planting elsewhere within the site as proposed. In addition, there is also tree removal proposed through tree groups 60 & 61 where new footpath links are being created on the western boundary.

13.31 A supporting statement states that whilst the baseline conditions including the tree and hedgerow data has not changed since the 'Overarching ES' was undertaken, as the design details have evolved, additional minor impacts have become evident. Additional trees and hedges highlighted for removal within the proposals are all low quality Category C features. The trees are all low quality, immature, scrub-type species mostly self-set in small groups, whilst hedge sections are similarly low quality and without significant prominence. The arboricultural impact of all the expected tree and hedgerow works is considered to be a minor adverse effect. In terms of mitigation, a Tree Protection Plan has been produced which details the position for protective barriers and ground protection to provide an appropriate level of protection for retained trees, groups and hedgerows.

13.32 The proposed landscaping strategy includes considerable tree and hedgerow planting. This planting strategy will result in a significant increase in trees and hedges within the site boundary and will serve to screen and bolster locations where trees and hedges have been lost, shortened or pruned. Several new minor impacts have been highlighted as the design has evolved, but when viewed alongside the retained coverage and the potential for new tree and hedgerow establishment, it is considered that the proposals will overall result in a moderately beneficial impact on trees and hedgerows across the site.

13.33 Reference has been made to the 'tilted balance' principle which means in the absence of a 5 year housing land supply there is a presumption in favour of planning permission being granted unless there are (i) adverse impacts which would significantly and demonstrably outweigh the benefits or (ii) NPPF policies which protect areas or assets of particular importance provide a clear reason to do so. The latter includes, among other designations, policies relating to habitat sites. Paragraph 188 of the NPPF states "The presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site." Policy DM5.6 seeks to avoid adverse impacts upon habitats and species of European nature conservation importance ("European Sites"). An appropriate assessment has been undertaken to consider the impact of the proposal on Special Protection Areas and this has concluded that subject to a S106 contribution towards coastal mitigation there will not be a detrimental impact on the SPA. The application site falls outside the 6km 'zone of influence' for coastal sites designated at a national and international level as Sites of Special Scientific Interest (SSSI) and Special Protection Areas (SPA's)/Special Areas of Conservation (SAC)/Ramsar sites. However in accordance with the Coastal Mitigation SPD and given the application will result in an increase in residential accommodation, impacts to the designated sites may result from increased

recreational disturbance. This development will need to comply with the Coastal Mitigation SPD which provides guidance and information on the mitigation required from development within North Tyneside to prevent adverse impacts on the internationally protected coastline.

13.34 The Biodiversity Officer and Landscape Architect have advised that the scheme as submitted is considered acceptable from a landscape and ecology perspective, providing adequate green infrastructure, habitat and protected species mitigation and a net gain for biodiversity and they advise that the scheme is in accordance with Local Plan Policy and the NPPF and is therefore supported subject to conditions.

13.35 Natural England have been consulted. They are satisfied that, subject to the coastal mitigation contribution being secured, there will be no damage or disturbance to the coastal areas.

13.36 Members need to consider whether the impact on biodiversity is acceptable. It is officer advice that it is subject to conditions and a S106 to secure the off site mitigation.

14.0 Other Issues

14.1 Flood Risk

14.2 Paragraph 173 of the NPPF states “When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment”. Paragraph 159 of the NPPF states that new development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change and can help to reduce greenhouse gas emissions, such as through its location, orientation and design.

14.3 LP Policy ‘DM5.12 Development and Flood Risk’ states that all major developments will be required to demonstrate that flood risk does not increase as a result of the development proposed, and that options have been taken to reduce overall flood risk from all sources, taking into account the impact of climate change over its lifetime.

14.4 LP Policy ‘DM5.13 Flood Reduction Works’ states where development is proposed, and where it is deemed to potentially impact on drainage capacity (either individually or cumulatively), applicants will be expected to contribute to off-setting these impacts and work with the Council and its drainage partners to ensure any works are complementary to wider plans and fairly and reasonably related in scale and kind to the proposed development.

14.5 LP Policy DM5.14 ‘Surface Water Runoff’ states that applicants will be required to show, with evidence, they comply with the Defra technical standards for sustainable drainage systems (unless otherwise updated and/or superseded). A reduction in surface water runoff rates will be sought for all new development. On brownfield sites, surface water runoff rates post development should be limited to a maximum of 50% of the flows discharged immediately prior to development where appropriate and achievable. For greenfield sites, surface

water runoff post development must meet or exceed the infiltration capacity of the greenfield prior to development incorporating an allowance for climate change.

14.6 LP Policy DM5.15 'Sustainable Drainage' states that applicants will be required to show, with evidence, they comply with the Defra technical standards for sustainable drainage systems (unless otherwise updated and/or superseded).

14.7 Objections have been received regarding increased flood risk. Part of the site is located in a Critical Drainage Area and the Forest Hall Letch runs to the south and east of the site, partly within the site boundary. The majority of the site falls within Flood Zone 1 but the southern part is within Flood Zones 2 and 3.

14.8 The submitted Flood Risk Assessment and Drainage Strategy (FRA) has been considered by the relevant consultees. The FRA states that the majority of the site falls within Flood Zone 1 and so is at low risk of fluvial flooding. Areas to the south which form part of the open space are within flood zones 2 and 3.

14.9 The residential part of the development site falls within Flood Zone 1. As the site is in Flood Zone 1, which is the lowest risk of flooding, this meets the NPPF's preference for development to be located in areas away from high risk of flooding, however a drainage solution is still required to mitigate any potential impacts arising from the proposed development.

14.10 An updated Flood Risk Assessment and drainage plans have been submitted.

14.11 The Lead Local Flood Authority (LLFA) has reviewed the accompanying information regarding flood risk. They have no objections subject to conditions. They have advised that they have reviewed the flood risk and carried out a review of the surface water drainage proposals and they confirm in principle they have no objections to the proposals as the applicant will be providing surface water attenuation within the site for up to a 1in100yr rainfall event + a 40% allocation for climate change and include for a 10% urban creep allowance. The development will be restricted to the rate of surface water leaving the site to the equivalent greenfield run-off rate. Properties within the development will be protected by the overland flow of surface water through the site by setting the floor levels at 150mm above ground level. The development's surface water attenuation will be achieved via the use of a series of attenuation basins with flow control device fitted on the outlets to restrict the surface water discharge rate. The two basins will then drain into two separate dedicated swales which will connect to the existing surface water sewer from the previous development. This surface water sewer then discharges into the Forest Hall Letch located to the South of the proposed development. The improvement in the surface water quality discharging from the development will be achieved via the form of filter drains, swales and the attenuation basins which serve the development. The applicant has indicated the maintenance of the suds features and associated drainage infrastructure will be the responsibility of an appointed private management company.

14.12 Northumbrian Water have been consulted. They have raised no objections to the surface water drainage and foul drainage. Conditional approval is recommended.

14.13 The Environment Agency has been consulted. They have raised no objections to the proposed development subject to conditions. These conditions include a scheme for compensatory habitat creation along the Forest Hall leitch and a requirement to update the submitted water framework directive assessment.

14.14 It is considered that subject to conditions the application is acceptable in terms of its drainage.

14.15 Members need to consider whether the proposal is acceptable in terms of its impact on flood risk and whether bringing this site forward will prejudice the delivery of the wider strategic allocation on-site drainage infrastructure. The proposed site layout conforms with the general design principles of the Masterplan and conditions are recommended to ensure the delivery of this development. It is considered that the proposed development will appropriately mitigate its own impacts in terms of drainage and flood risk and will not prejudice the delivery of the wider strategic allocation. As such, it is officer advice, that the proposed development does accord with the NPPF and LP Policies DM5.9 and DM6.1 and parts of Policy S4.4(b) part e (vi).

15.0 Ground conditions

15.1 Paragraph 189 of the NPPF states planning policies and decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination i.e. mining or land remediation.

15.2 Paragraph 190 of the NPPF goes onto say that where a site is affected by contamination or land instability issues, responsibility for securing a safe development, rests with the developer and/or landowner.

15.3 The NPPF sets out that LPAs should define Mineral Safeguarding Areas (MSAs), with further detail included in National Planning Practice Guidance (2014). The whole of the local plan area has been identified as a MSA. Policy DM5.17 Minerals is considered to be relevant.

15.4 LP Policy DM5.18 'Contaminated and Unstable Land' states that where the future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must be accompanied by a report which shows that investigations have been carried and set out detailed measures to allow the development to go ahead safely and without adverse effect.

15.5 The Contaminated Land Officer has been consulted and she has considered the submitted Geoenvironmental Appraisal and Ground Gas Risk Assessment Review and Gas monitoring records. She has raised no objections subject to conditions.

15.6 The Coal Authority has been consulted. They have considered the accompanying information, Phase 1 Geoenvironmental Appraisal and Coal Mining Risk Assessment. They have advised that this information concludes that there is a potential risk posed to the development by past coal mining activity and therefore recommends that intrusive site investigations are carried out on site. The submission is also supported by a Phase 2 Geoenvironmental Appraisal which sets out details of the intrusive site investigations carried out on site. The report authors note that the rotary drilling has confirmed that no coal seams of economic thickness are present at shallow depth below the site. Based on these findings the report authors conclude that the risk to the development from unrecorded underground coal workings is low. They do however recommend that the foundation trenches are inspected in areas of outcropping coal seams for evidence of surface workings and advice of a specialist sought if workings are present. Subject to the recommendations within the report in respect of the foundations being implemented on site, they have raised no objections to the proposed development.

15.7 Members need to consider whether the proposed development is acceptable in terms of its impact on ground conditions. It is officer advice that it is subject to conditions the application is acceptable in terms of its impact on ground conditions. As such, the proposed development complies with the NPPF and LP Policy DM5.18.

16.0 Archaeology

16.1 Paragraph 211 of the NPPF states “Local planning authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.”

16.2 LP Policy DM6.7 ‘Archaeological Heritage’ seeks to protect, enhance and promote the borough’s archaeological heritage and where appropriate, encourage its interpretation and presentation to the public.

16.3 The Tyne and Wear Archaeology Officer has been consulted. She states that she agrees with the conclusions of the Phase 1 South Supplementary Environmental Statement, and no archaeological mitigation is required for this application therefore she has raised no objection. She also notes the results of previous archaeological investigations including an Archaeological Desk Based Assessment, Geophysical and Earthworks Survey, Archaeological Evaluation and Archaeological Building Recording. These provide a comprehensive assessment of the archaeological potential of the wider development area. She notes that the Phase 1 South Supplementary Environmental Statement concludes that the impacts and mitigation measures identified in the Overarching Environmental Statement do not generally apply in the Phase One South site. The significance of the environmental effect of the removal of Highfield Well is considered to be negligible. She therefore agreed with the conclusions of the Phase 1 South Supplementary Environmental Statement, and no archaeological mitigation is required for this application.

17.0 Aviation Safety

17.1 Newcastle International Airport Limited (NIAL) has been consulted. They have raised no objections to this development in terms of aviation safety subject to conditions.

18.0 Agricultural Land

18.1 LP Policy DM5.8 'Soil and Agricultural Land Quality' states: "Development of "best and most versatile" agricultural land will only be permitted where it can be demonstrated that: a) the need for the development clearly outweighs the need to protect such land in the long term; or, b) in the case of temporarily/potentially reversible development (for example, minerals) that the land would be reinstated to its pre-working quality; and, c) there are no suitable alternative sites on previously developed land or lower quality land. The council will require all applications for development to include realistic proposals to demonstrate that soil resources were protected and used sustainably, in line with accepted best practice.

18.2 An Agricultural Land Classification (ALC) report has been submitted. This assesses the quality of agricultural land. As noted, in the NPPF, where large areas of agricultural land are to be developed, land of lower agricultural quality should be used in preference to that of higher quality. The quality of agricultural land is graded between 1 and 5, with Grade 3 being split between 3a and 3b.

18.3 The ALC has assessed all the land within the strategic site and concludes that all of the agricultural land with the application site is classified as Subgrade 3b (moderate quality) due to limitation by wetness.

18.4 The NPPF glossary identifies that the best and most versatile land, of which safeguarding should be prioritised, if possible, is considered to be Grades 1, 2, 3a when using the ALC therefore, the application site is not considered as best and most versatile agricultural land.

18.5 In assessing the loss of significant areas of agricultural land, consideration should be given to the public benefits of the proposed development, and the weight attributed to this in the context of sustainable development. It is considered that there would be a significant adverse impact to the delivery of a strategic site and much needed housing should it not come forward, in lieu of protecting agricultural land that has been assessed to be less than best and most versatile agricultural land.

18.6 Based on the ALC's assessment of the agricultural land of the application site being Grade 3b, and the significant adverse impact of not delivering the application site as part of the strategic allocation, the proposed development is in accordance with the NPPF, the PPG and Policy DM5.8.

19.0 S106 Contributions and mitigation requirements

19.1 Paragraph 55 of NPPF states that planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

19.2 Paragraph 57 of NPPF states that planning obligations must only be sought where they meet all of the following tests:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and
- c) Fairly and reasonably related in scale and kind to the development.

19.3 Paragraph 58 of the NPPF states that where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments, including any undertaken at the plan-making stage, should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available.

19.4 Paragraph 66 of the NPPF states that where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

19.5 LP Policy S7.1 'General Infrastructure and Funding Statement' states that the Council will ensure appropriate infrastructure is delivered so it can support new development and continue to meet existing needs. Where appropriate and through a range of means, the Council will seek to improve any deficiencies in the current level of provision.

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

19.7 LP Policy DM7.5 'Employment and Skills' states that the Council will seek applicants of major development proposals to contribute towards the creation of local employment opportunities and support growth in skills through an increase in the overall proportion of local residents in education or training.

19.8 LP Policy DM4.7 'Affordable Housing' states "To meet the Borough-wide target the Council will seek 25% of new homes to be affordable, on new housing developments of 11 or more dwellings and gross internal area of more than 1000m², taking into consideration specific site circumstances and economic viability. Developments will be required to provide a mix of affordable housing for

rent and intermediate housing, based on the most up-to-date evidence of local need. Where necessary, to assist the viability of proposals, a flexible approach to the tenure mix of affordable housing provision will be considered by the Council.”

19.9 The Council’s adopted SPD on Planning Obligations (2018) states that the Council takes a robust stance in relation to ensuring new development appropriately mitigates its impact on the physical, social and economic infrastructure of North Tyneside. Notwithstanding that, planning obligations should not place unreasonable demands upon developers, particularly in relation to the impact upon the economic viability of development. The Council will consider and engage with the applicants to identify appropriate solutions where matters of viability arise and require negotiation.

19.10 Prior to the adoption of the LP a project was undertaken to consider the viability aspects of the deliverability of two strategic sites known as Murton Gap and Killingworth Moor. The Murton Gap and Killingworth Moor – Project Viability and Delivery Report (June 2016) concluded that the Council can be confident that these sites are deliverable and are likely to come forward.

19.11 A site-specific infrastructure delivery plan has also been produced, ‘Murton Gap and Killingworth Moor Site Specific Infrastructure Delivery Plan (IDP) (June 2016). The IDP provides an assessment of the infrastructure required to support the development of two sites; Murton Gap and Killingworth Moor, identified as strategic allocations in the Council’s LP. The IDP was informed by a range of current and up to date evidence prepared to inform the requirements and deliverability of the Local Plan and the strategic sites. All the proposed requirements within the IDP were also tested through a site-specific Viability Appraisal. The IDP findings advise that Killingworth Moor could be developed with the infrastructure requirements as identified and costed at that time with a reasonable return and uplift over and above the existing use value of the site.

19.12 Section 6 of the Masterplan states:

“To realise the vision and development objectives for Killingworth Moor as a high quality, sustainable development, a range of physical and social infrastructure is required to support the community created and integrate it with existing communities of North Tyneside. This necessary infrastructure must be delivered in a timely and effective manner in order to mitigate the impacts of the development and to create sustainable neighbourhoods. Some financial contributions will be required for off-site improvements to existing infrastructure.”

19.13 The requirements for the wider strategic site include the provision of a primary school, secondary school, healthcare provision, highway infrastructure, public transport provision, community facilities, surface water management, green infrastructure, sports facilities, employment and training and affordable housing.

19.14 Paragraph 9.1 of the Masterplan states:

“This Masterplan seeks to provide a framework upon which the Killingworth Moor site can be delivered in full with appropriate delivery of infrastructure at the right time to address the impacts of growth. Crucial to this is recognising the requirement and expectation of cooperation between landowners and recognition

that the overall suitability of delivery at any part of the site is dependent upon securing an appropriate share of the full infrastructure requirements of the site as a whole, based upon an approximate capacity of 2,000 homes, employment land and other facilities. To facilitate this, an indicative phasing plan and infrastructure delivery schedule have been developed. This guidance provides an outline and understanding of what infrastructure requirements might arise with each phase of development and will require specific detailed consideration as part of future planning applications.”

It goes on to state:

“In order to avoid the piecemeal and poorly integrated development of the site, applicants are expected to demonstrate how the proposed development would contribute to the vision and development objectives for the site. In addition, applicants will be expected to demonstrate how the development would not prejudice the overall proposals and objectives of the Masterplan. Applicants should use their Design and Access Statement and Planning Statements to not only demonstrate how they have incorporated high standards of design but also to explain how the proposed development would fit together with, and help deliver, the wider masterplan, including necessary infrastructure.”

“The Council will expect planning applications for individual phases/parcels of land to demonstrate how their proposals would be integrated with the wider site. Proposals will be required to demonstrate how they will provide vehicular access to the individual sites and provide detailed layouts of all other necessary highway infrastructure and pedestrian/cycle.”

“In determining applications, the Council will need to be satisfied that development of individual parcels will not sterilise or frustrate delivery of other parts of the site. Conditions and legal agreements may be used to ensure specific actions are taken to ensure the delivery of the whole site.”

“The phasing will see the development delivered across 3 approximate phases over a 15 year period as indicated on the plan below, with the necessary infrastructure delivered in general accordance with the Infrastructure Delivery Schedule. The phasing of the development will be crucial for co-ordinating and ensuring the success of the sites. The Proposed Phasing Plan takes into account the need for infrastructure to be provided in a timely manner. It also reflects the need to support the development of communities and to avoid, as far as possible, the creation of pockets of development that are isolated from existing or proposed services and facilities. The phasing plan allows for development occurring from multiple outlets simultaneously. The indicative sequence of phasing is shown in the phasing plan – phases will run concurrently and some may overlap depending on specific developer’s programmes. As this development is expected to take place over 15 years, it is acknowledged that it is difficult to accurately plan how the development will come forward. The Phasing Plan should therefore be regarded as indicative and will be applied with a degree of flexibility to enable the development to respond to changing circumstances over time. The Council’s overriding consideration for delivery of specific parcels of land will be to ensure that the infrastructure necessary to support those homes

is in place or will be delivered and the overarching principles set out in this Masterplan are achieved.”

19.15 The applicant has submitted a viability assessment and this has been independently reviewed. The S106 subgroup of the Investment Programme Board (IPB) has considered the S106 contributions being sought, including viability.

19.16 The applicant's viability assessment explains that scheme viability has worsened since the adoption of the Killingworth Moor Masterplan due to the prevailing economic climate, with general costs rising significantly and the housing market has also suffered over the last 12 months resulting in sales prices and rates falling substantially. There have also been increases to the costs associated specifically with the scheme with the key changes relating to costs of the spine road, off site junctions, building regulations, net gain and drainage increasing.

19.17 With regards to affordable housing, as noted above LP policy DM4.7 states the Council will “seek 25% of new homes to be affordable taking into consideration specific site circumstances and economic viability” and Paragraph 66 of the NPPF seeks the provision of not less than 10% of homes as available for affordable home ownership. The delivery of affordable housing requires developer subsidy and policy DM4.7 is clear that development viability is a material consideration. National planning guidance includes detailed guidance as to how development viability should be assessed. For a development to be viable, the value generated needs to be more than the cost of the development and allowing for an acceptable developer's return and a reasonable land value. In this case, the developer's viability assessment has been independently assessed for the LPA and it is accepted that the inclusion of any affordable housing, in addition to the other developer contributions outlined above and the CIL payment, would render the development unviable for the foreseeable future. This means that this application proposes no affordable housing.

19.18 The Applicant has provided evidence (as part of its viability assessment) and it is acknowledged that there have been additional costs (for example biodiversity net gain, compliance with updated Building Regulations, increased building costs) and changes in the economic climate since appraisals were carried out to support the Local Plan allocations which indicated at that time the development, as a whole, was viable. Policy DM4.7 provides for economic viability to be taken into account and a robust assessment process has been undertaken.

19.19 Whilst no affordable housing is proposed the applicant is exploring the possibility of a voluntary contribution of 15% affordable housing via grant funding. No weight can be afforded to the voluntary provision of affordable housing in considering the balance of issues in this case.

19.20 Following this viability exercise, the following S106 contributions have been agreed with the applicant:

- Primary education £932,250
- Equipped playspace £194,579

- Ecology and biodiversity £105,105
- Sports pitch £173,828
- Built sports £214,269
- Employment and training £126,880
- Sustainable transport - £1,177,076
- Coastal Mitigation £81,389. This contribution complies with the requirements derived from the Coastal Mitigation SPD.
- Travel Plan Sum £150,000. This contribution complies with the requirements derived from the Transport and Highways SPD.
- £1,000 per year for 5 years for Travel Plan monitoring after final occupation in accordance with North Tyneside Travel Plan guidance.
- Asda junction – £72,500.00 towards upgrading this junction
- Clousden Hill junction – £196,000.00 towards upgrading this junction

19.21 The applicant has agreed to the following off-site highway works that will be secured via a S278 Agreement (rather than a financial contribution):

- Site access – Great Lime Road
- Wheatsheaf roundabout

19.22 The S106 Agreement will secure the delivery of the off-site biodiversity mitigation land to compensate for the loss of ecology land and mitigate the identified impacts. The delivery of this off-site compensation land is required to meet with the requirements of the NPPF, LP Policy DM5.5 and the adopted Masterplan.

19.23 These contributions are considered necessary, directly related to the development and fairly and reasonable relate in scale and kind to the development and therefore comply with the CIL Regulations. The contributions being secured, including off-site highway works and the delivery of off-site compensation land to mitigate ecology impacts, comply with the NPPF, LP Policies, relevant SPD's and adopted Masterplan. They will mitigate the impacts of the development.

19.24 The infrastructure requirements will be secured through S106 contributions, S278 Agreement(s), S38 agreements and planning conditions. The Council consider this to be a reasonable approach that allows a viable development to be brought forward. Mechanisms within the S106 Agreement and planning conditions will also ensure that should the balance of the wider strategic site not come forward (see commentary below on wider site matters) appropriate mitigation is still secured to mitigate the impacts of this development i.e. monies secured towards primary education will need to be redirected to existing infrastructure within the Borough.

19.25 A representation has been submitted which queries the approach to viability and particularly the delivery of affordable housing and it queries whether the application is making a proportionate contribution towards the strategic infrastructure of the Masterplan. The applicant's approach to their viability methodology has been reviewed and this is considered acceptable. Viability has been assessed based on what is proposed as part of this application and not on the basis of additional contributions to future infrastructure requirements. This is the only information available for consideration at this time as the review of site

wide viability for the remainder of the site has not been concluded. The submission of a single application for the whole site would have presented a clearer basis for assessing the delivery of the full site infrastructure requirements. However, this has not happened and the LPA instead has assessed whether this application delivers sufficient infrastructure to meet its own needs. The proposal has been assessed on this basis being mindful of the policy requirement to ensure development does not prejudice the implementation of the wider site. Physical prejudice has been addressed earlier in the report.

19.26 Other applications for parts of the Killingworth strategic site are pending consideration. It has been demonstrated that viability in this case is challenging. Contributions to infrastructure requirements to support the 539 homes proposed and elements of the wider site requirements are offered as part of this application. Similarly other phases will also need to ensure their own impacts are mitigated and this may mean that there is a disproportionate impact on development costs and viability in other phases. Therefore there is a risk that some items of infrastructure on the wider strategic site may not be able to be delivered. This situation will have to be considered on its own merits as and when future applications are determined. It is accepted that it is not possible to advise the Committee at this time that other phases are capable of being delivered. However the current application addresses its own impacts and will deliver housing on the strategic site. This is an important consideration in the absence of the five year housing supply to which significant weight should be given.

19.27 As there is not the evidence to say that the remainder of the site will proceed, therefore the proposal is partially non compliant with policy S4.4(c) specifically part b, however there are material considerations which outweigh this, namely the delivery of housing to meet housing needs. Given the absence of a five year supply of deliverable housing sites it is considered that this weighs in favour of the application.

19.28 This development would be CIL liable (with appropriate relief for any social housing delivered).

19.29 The planning authority is presently considering planning applications for other phases of the wider Killingworth Moor site. There is an expectation that CIL contributions from this application could be used towards the A19 interchange upgrade subject to providing a suitable mechanism to secure this arrangement. This would be expected to require an arrangement between the relevant developer(s) of other phases, the council and any other relevant highway authority.

20.0 Local Financial Considerations

20.1 Paragraph 11 of National Planning Practice Guidance states that Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local financial consideration as far as it is material. Section 70(4) of the 1990 Act (as amended) defines a local financial consideration as a grant or other financial assistance that has been, will or that could be provided to a relevant authority by a Minister of the Crown (such as New Homes Bonus payments) or sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy.

20.2 Whether or not 'a local financial consideration' is material to a particular decision will depend on whether it could help make the development acceptable in planning terms. It is not considered that New Homes Bonus or CIL contributions are material in terms of making this development acceptable in planning terms.

21.0 Conclusion

21.1 Members should consider carefully the balance of issues before them and the need to take in account national policy within NPPF and the weight to be accorded to this as well as current local planning policy.

21.2 Specifically, the NPPF states that LPAs should approve development proposals that accord with an up-to-date development plan without delay. However, NPPF also recognises that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan permission should not usually be granted. It is officer advice that this development is acceptable, albeit it does not fully comply with Policy S4.4(b) part c which includes the provision of a strategic transport route connecting Killingworth Way and Great Lime Road. The latter is because the application only encompasses part of the overall strategic site and it does include part of that connecting road.

22.3 The site is allocated as part of the wider Killingworth Moor Strategic Site. Ideally the development of the wider strategic site would have come forward in large scale developments and the approved masterplan sought to encourage this. However, it is considered that it would be difficult to resist this development with the infrastructure contributions proposed and notwithstanding no provision of affordable housing subject to imposing the suggested conditions. Whilst there is not the evidence to state that other phases or developments of the wider strategic site would be able to be delivered, the scheme mitigates its own impacts.

22.4 Members need to appreciate that in approving this development there is no certainty of the wider site coming forward. However this proposal would make a valuable contribution towards the requirement for the council to have a 5-year supply of deliverable housing sites. This is a significant material consideration which weighs in favour of the proposal.

22.5 The design and layout of the proposal conforms with the general design principles set out in the Masterplan and it will not have a significant adverse impact upon the character and appearance of the site or its immediate surroundings.

22.6 The design and layout of the proposal would ensure sufficient separation distances to neighbouring properties so as to not adversely affect their privacy or amenity.

22.7 The proposal would provide parking in accordance with the Council adopted standards and would not have an unacceptable impact on highway safety or result in a residual cumulative impact that would be severe.

22.8 Subject to a legal agreement to secure off-site mitigation and conditions the proposal would provide biodiversity net gain, which is encouraged by NPPF.

22.9 Issues to do with flooding and contaminated land can be dealt with via conditions.

22.10 The applicant has agreed to provide planning obligations as set out in the report. No affordable housing can be secured.

22.11 The 'tilted balance' principle (NPPF paragraph 11) makes a presumption towards planning permission being granted unless there are adverse impacts which would significantly and demonstrably outweigh the benefits. It is not considered that the proposal would have a detrimental impact on the SPA given the contribution for coastal mitigation. The Council does not have a 5-year supply of deliverable housing sites. Development in locations with a housing shortfall should benefit from the presumption in favour. It therefore follows that planning permission should be granted unless the impacts of the development significantly and demonstrably outweigh the benefits. The development would deliver housing, albeit no affordable housing is being delivered. In the opinion of officers, the impacts of the development identified in the report would not significantly and demonstrably outweigh the identified benefits. It is therefore recommended that planning permission should be granted subject to a S106 Legal Agreement and conditions.

RECOMMENDATION: Minded to grant legal agreement req.

It is recommended that:

the Committee indicates that it is minded to grant the application; and

the Director of Regeneration and Economic Development be authorised to issue a notice of grant of planning permission subject to:

the conditions set out in the planning officers report;

the addition, omission or amendment of any other conditions considered necessary by the Director of Regeneration and Economic Development, and;

completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 to secure a financial contribution for the following:

-Primary education £932,250

- Equipped playspace £194,579

- Ecology and biodiversity £105,105

-Sports pitch £173,828

-Built sports £214,269

-Employment and training £126,880

- Sustainable transport - £1,177,076

- Coastal Mitigation £81,389. This contribution complies with the requirements derived from the Coastal Mitigation SPD.
- Travel Plan Sum £150,000. This contribution complies with the requirements derived from the Transport and Highways SPD.
- £1,000 per year for Travel Plan monitoring until 5 years after final occupation in accordance with North Tyneside Travel Plan guidance.
- Asda junction – £72,500.00 towards upgrading this junction
- Clousden Hill junction – £196,000.00 towards upgrading this junction

iv) Members are requested to authorise the **Head of Law and Monitoring Officer and the Director of Regeneration and Economic Development to undertake all necessary procedures (Section 278 Agreement) to secure the following highway improvement works:**

- Site access – Great Lime Road
- Wheatsheaf roundabout

Permission is also sought that the Head of Law and Monitoring Officer be authorised to undertake all necessary procedures to obtain the diversion & extinguishment of the existing rights of way & footpaths necessary to facilitate the development under Section 257 of the Town and Country Planning Act 1990.

Conditions/Reasons

1. The development to which the permission relates shall be carried out in complete accordance with the following approved plans and specifications:

- 1020-BEL-18-006-01C - Site Location Plan
- 1020-BEL-18-006-P01G - Overall Site Plan
- 1020-BEL-18-006-P02E - Site Layout Plan (West)
- 1020-BEL-18-006-P03E - Site Layout Plan (East)
- 1020-BEL-18-006-P04E - Boundary Treatment Plan (West)
- 1020-BEL-18-006-P05E - Boundary Treatment Plan (East)
- 1020-BEL-18-006-P06G - Adoption Plan
- 1020-BEL-18-006-P07G - Right of Way Plan
- 1020-BEL-18-006-P12F - Elevational Treatment Plan
- 1020-BEL-18-006-P16F - Surface Treatment Plan
- Landscape Drawings
- NT14566 Figure 8.8 Landscape strategy plan - Rev O
- NT14566 Figure 8.10 Habitat and amenity areas - Rev G
- NT14566 Figure 8.11 Landscape strategy plan - BNG
- Engineering Drawings
- QD1509-00-00 H - Overall Engineering Layout
- QD1509-00-01 I - Drainage Layout Sheet 1
- QD1509-00-02 H - Drainage Layout Sheet 2
- QD1509-00-03 I - Drainage Layout Sheet 3
- QD1509-00-04 G - Proposed Levels Sheet 1
- QD1509-00-05 G - Proposed Levels Sheet 2
- QD1509-00-06 G - Proposed Levels Sheet 3

QD1509-00-07 G - Proposed Levels Sheet 4
QD1509-00-08 G - Proposed Levels Sheet 5
QD1509-00-09 G- Proposed Levels Sheet 6
QD1509-00-10 G Proposed Levels Sheet 7
QD1509-00-11 G - Proposed Levels Sheet 8
Spine Road Drawings
NT13845-H-001 (Rev Y) - Proposed Spine Road General Arrangement

House Types Drawings
The Potter - Floor Plans PO-2B-2S-P1
The Slater - Floor Plans SL-2B-2S-P1
The Potter - Elevations (Town Vernacular - Brick) PO-2B-2S-TB-E
The Slater - Elevations (Town Vernacular - Brick) PO-2B-2S-TB-E
The Potter - Elevations (Town Vernacular - Contemporary) PO-2B-2S-
TC-E (Rev A)
The Slater - Elevations (Town Vernacular - Contemporary) SL-2B-2S-
TC-E
The Baker - Elevations (Town Vernacular - Brick) BA-2B-2S-TB-E
The Coiner - Floor Plans CN-2B-2S-P1
The Baker - Elevations (Town Vernacular - Brick) BA-2B-2S-TB-E
The Coiner - Elevations (Town Vernacular - Brick) CN-2B-2S-TB-E
The Baker - Floor Plans BA-2B-2S-P1
The Baker - Elevations (Town Vernacular - Contemporary) BA-2B-2S-
TC-E
The Coiner - Elevations (Town Vernacular - Contemporary) CN-2B-2S-
TC-E
The Chandler - Floor Plans CH-3B-2S-P1 (Rev A)
The Chandler - Elevations (Town Vernacular - Brick) CH-3B-2S-TB-E
The Chandler - Elevations (Town Vernacular - Contemporary) CH-3B-2S-
TC-E
The Carver Floor Plans CA-3B-2S-P1
The Carver - Elevations (Town Vernacular - Brick) CA-3B-2S-TB-E
The Carver - Elevations (Town Vernacular - Contemporary) CA-3B-2S-
TC-E
The Tilman Floor Plans TI-3B-2S-P1
The Tilman - Elevations (Town Vernacular - Brick) TI-3B-2S-TB-E
The Tilman - Elevations (Town Vernacular - Contemporary) TI-3B-2S-TC-
E
The Harper Floor Plans HA-3B-2S-P1 (Rev A)
The Harper - Elevations (Town Vernacular - Brick) HA-3B-2S-TB-E
The Harper - Elevations (Town Vernacular - Contemporary) HA-3B-2S-
TC-E
The Mason Floor Plans MA-3B-2S-P1
The Mason - Elevations (Town Vernacular - Brick) MA-3B-2S-TB-E
(Rev A)
The Mason - Elevations (Town Vernacular - Contemporary) MA-3B-2S-
TC-E (Rev A)
The Sawyer Floor Plans SY-3B-2S-P1
The Sawyer - Elevations (Town Vernacular - Brick) SY-3B-2S-TB-E
The Sawyer - Elevations (Town Vernacular - Contemporary) SY-3B-2S-
TC-E

The Reedmaker Floor Plans RE-4B-2S-P1 (Rev A)
 The Reedmaker - Elevations (Town Vernacular - Brick) RE-4B-2S-TB-E
 The Reedmaker - Elevations (Town Vernacular - Contemporary) RE-4B-2S-TC-E
 The Cutler Floor Plans CU-4B-2S-P1
 The Cutler - Elevations (Town Vernacular - Brick) CU-4B-2S-TB-E
 The Cutler - Elevations (Town Vernacular - Contemporary) CU-4B-2S-TC-E
 The Bowyer Floor Plans BO-4B-2S-P1 (Rev A)
 The Bowyer - Elevations (Town Vernacular - Brick) BO-4B-2S-TB-E
 The Bowyer - Elevations (Town Vernacular - Contemporary) BO-4B-2S-TC-E
 The Lorimer Floor Plans LO-4B-2S-P1 (Rev A)
 The Lorimer - Elevations (Town Vernacular - Brick) LO-4B-2S-TB-E
 The Lorimer - Elevations (Town Vernacular - Contemporary) LO-4B-2S-TC-E (Rev A)
 The Draper Floor Plans DR-5B-2S-P1
 The Draper - Elevations (Town Vernacular - Brick) DR-5B-2S-TB-E (Rev A)
 The Draper - Elevations (Town Vernacular - Contemporary) DR-5B-2S-TC-E
 The Arkwright Floor Plans AR-4B-2S-P1
 The Arkwright - Elevations (Town Vernacular - Brick) AR-4B-2S-TB-E
 The Arkwright - Elevations (Town Vernacular - Contemporary) AR-4B-2S-TC-E
 The Blemmere Floor Plans BM-3B-2S-P1
 The Blemmere - Elevations (Town Vernacular - Brick) BM-3B-2S-TB-E (Rev B)
 The Blemmere - Elevations (Town Vernacular - Contemporary) BM-3B-2S-TC-E (Rev B)
 The Faber Floor Plans FB-3B-2S-P1
 The Faber - Elevations (Town Vernacular - Brick) FB-3B-2S-TB-E
 The Faber - Elevations (Town Vernacular - Contemporary) FB-3B-2S-TC-E
 The Mercer Floor Plans ME-4B-2S-P1
 The Mercer - Elevations (Town Vernacular - Brick) ME-4B-2S-TB-E
 The Mercer - Elevations (Town Vernacular - Contemporary) ME-4B-2S-TC-E
 Plane - M4(2) / NDSS Planning Elevations Town Brick A/1796TB/00/TB/02
 Plane - M4(2) / NDSS Planning Elevations Town Contemporary A/1796TC/00/TC/02
 Plane - M4(2) / NDSS Planning Floorplans Town Brick A/1796TB/00/TB/01
 Plane - M4(2) / NDSS Planning Floorplans Town Contemporary A/1796TC/00/TC/01
 Bungalow - M4(3) / NDSS Planning Elevations Town Brick A/810TB/00/TB/02
 Bungalow - M4(3) / NDSS Planning Floorplans Town Brick A/810TB/00/TB/01
 Bungalow - M4(3) / NDSS Planning Elevations Town Contemporary A/810TC/00/TC/02

Bungalow - M4(3) / NDSS Planning Floorplans Town Contemporary
A/810TC/00/TC/01
Single Garage (Town Brick) /00/TB/R1/01 (Rev C)
Single Garage (Town Contemporary) /00/AC/R1/01 (Rev C)
Double Garage (Town Brick) A/436/00/TB/R1/01 (Rev B)
Double Garage (Town Contemporary) A/436/00/AC/R1/01 (Rev B)

Documents

Environmental Statement (March 2020)
Supplementary Environmental Statement (October 2020)
Environmental Statement Addendum (April 2023)
Arboricultural Impact Assessment - ARB/AE/2289 (March 2023)
Bird Hazard Management Plan (20 March 2023)
Flood Risk Assessment and Drainage Strategy (v8 15 September 2023)
Biodiversity Gain Assessment Report and Metric Calculations (TBC)
Ground Nesting Bird Compensation - Design Principles Document (06
January 2022)
Management Plan for off-site compensation land at Brenkley Surface Mine
(TBC)
Compensation area at former Brenkley surface mine - Soil Resource
Report (September 2023)
Acoustics, Ventilation and Overheating Assessment - SU/EF/NT14566/AVO
Assessment (23 April 2021)
Killingworth Access Design Summary (Rev 4).
Junction Improvements Trigger Assessment Report- Phase 1 Applications
(v3 April 2023)
B1317 Killingworth Lane Interim Assessment (5 July 2023)
Public Transport Strategy Summary Note (13 September 2023)
Killingworth Moor Phase 1 Access - Stage 1 Road Safety Audit (7 August
2023)
Site Wide Public Transport Strategy Addendum
Revised Phase 1 Framework Travel plan (April 2023)

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

2. Standard Time Limit 3 Years FUL

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3. Prior to the construction of any dwellings above damp proof course level, a final phasing plan shall be submitted to and agreed in writing by the Local Planning Authority. This shall detail the phasing for the provision of the housing, roads, open space and landscaping. The development shall be carried out in full accordance with the agreed phasing plan.

Reason: To ensure the approved works and planting are undertaken at an appropriate time having regard to policy DM6.1 of the North Tyneside Local Plan (2017).

4. The construction site subject of this approval shall not be operational and there shall be no construction, deliveries to, from or vehicle movements within the

site outside the hours of 0800-1800 Monday - Friday and 0800-1400 Saturdays with no working on Sundays or Bank Holidays.

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

5. Notwithstanding Condition 1, and within each approved phase, prior to the construction of any dwelling hereby approved above damp proof course level, a noise scheme shall be submitted to and approved in writing by the local Planning Authority. This shall provide details on a plot by plot basis of the window glazing and ventilation scheme to be provided to habitable rooms as outlined in the Environmental Statement Addendum Statement Noise Impact Assessment report to ensure bedrooms meet the good internal equivalent standard of 30 dB LAeq at night and prevent the exceedance of LMAX of 45 dB(A) and living rooms meet an internal equivalent noise level of 35 dB LAeq as described in BS8233 and the World Health Organisation community noise guidelines. Thereafter, the development shall be carried out in accordance with these agreed details which shall be implemented prior to the occupation of each dwelling and permanently retained.

Reason: In order to ensure appropriate mitigation is provided to safeguard the amenity of future occupants having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

6. Prior to the occupation of the housing on plots 533 and 534, details of the acoustic fencing to be provided to those properties shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the occupation of those dwellings and thereafter retained to mitigate against road traffic noise.

Reason: In order to ensure appropriate mitigation is provided to safeguard the amenity of future occupants having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

7. Notwithstanding Condition 1, no development shall commence within each phase until a Construction Method Statement for the duration of the construction period associated within that phase has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall: identify the access to the site for all site operatives (including those delivering materials) and visitors, provide for the parking of vehicles of site operatives and visitors; details of the site compound for the storage of plant (silos etc) and materials used in constructing the development; provide a scheme indicating the route for heavy construction vehicles to and from the site; a turning area within the site for delivery vehicles; dust suppression scheme (such measures shall include mechanical street cleaning, and/or provision of water bowsers, and/or wheel washing and/or road cleaning facilities, and any other wheel cleaning solutions and dust suppressions measures considered appropriate to the size of the development). The scheme must include a site plan illustrating the location of facilities and any alternative locations during all stages of development. The approved statement shall be implemented and complied with during and for the life of the works associated with the development. If the agreed measures are not operational, then no vehicles shall exit the development site onto the public highway.

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

8. Notwithstanding the details submitted, the following off-site highway works shall be carried out in accordance with the agreed timescales and subject to technical approvals, implementation of MOVA on the site access and Road Safety Audits:

- NT13845-H-001 - Revision Y - Site access. This shall be installed prior to the occupation of 78 dwellings.

- TTE 00 ZZ DR H 0003 Rev.006 - A191 Holystone Way, B1505 Great Lime Road, A191 Whitley Road (Wheatsheaf Roundabout). This shall be installed prior to the occupation of 200 dwellings.

Thereafter, the development hereby approved shall be implemented in full accordance with the triggers set out above.

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

9. The scheme for the main link road (as shown on drawing NT13845-H-001 - Revision Y), including footpaths, cycle paths, shared paths and associated buffers and service strips shall be laid out in accordance with the approved plans. These areas shall not be used for any other purpose and retained thereafter.

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

10. The scheme for roads, footpaths, internal junctions, shared surfaces, turning areas, traffic calming and visibility splays shall be laid out in accordance with the approved plans. These areas shall not be used for any other purpose and retained thereafter.

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

11. The scheme for cycling & pedestrian links within the site and connecting into the wider network shall be laid out in accordance with the approved plans. This scheme shall be implemented in accordance with the approved details and shall be retained thereafter.

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

12. The scheme for garages, driveways, private parking spaces, and visitor parking spaces shall be laid out in accordance with the approved plans. These parking areas shall not be used for any other purpose and shall be retained thereafter.

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

13. The scheme for storage of cycles shall be laid out in accordance with the approved plans and prior to the occupation of each dwelling. These storage areas shall not be used for any other purpose and shall be retained thereafter.

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

14. The scheme for the provision of and storage of refuse, recycling & garden waste bins, including collection points for shared surfaces shall be laid out in accordance with the approved plans and prior to the occupation of each dwelling. These storage areas shall not be used for any other purpose and shall be retained thereafter.

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

15. The Public Transport Strategy shall be implemented in accordance with the Phase 1 South PTS Summary Note and retained thereafter.

Reason: To accord with DfT Circular 01/2022 and Council Policy concerning sustainable transport.

16. Notwithstanding the details submitted, no part of the development shall be occupied within each phase until details of the provision for Electric Vehicle (EV) charging points for that phase are submitted to and agreed in writing by the Local Planning Authority. These shall be provided prior to occupation of each property and these shall be retained thereafter.

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

17. Notwithstanding the details submitted in the Revised Phase 1 Framework Travel plan (April 2023) Travel Plan, no part of the development shall be occupied until a Full Travel Plan has been submitted to and approved by in writing the Local Planning Authority (in consultation with the Highways Authority for the A19). The Travel Plan Coordinator shall be appointed at least 3 months in advance of first occupation and the Travel Plan shall be monitored to a maximum of 5 years post occupation of final dwelling and will also include an undertaking to conduct annual travel surveys to monitor whether the Travel Plan targets are being met.

Reason: To accord with DfT Circular 01/2022 and Policy DM7.4 of the North Tyneside Local Plan.

18. The development hereby permitted shall not be commenced until such time as a Water Framework Directive Assessment has been submitted to, and approved in writing by, the local planning authority. The plan shall be implemented as approved. The plan should include:

- An update to the WFD assessment to include cycle 3 data from 2019 and 2022.

- A review of the WFD assessment to ensure that new information has been considered since the original assessment was first submitted in 2019.

Reason: The Water Environment (Water Framework Directive) Regulations 2017 and the Northumbria River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water

bodies. It specifically states that no waterbody should deteriorate in status and aim to achieve Good Status or Good Ecological Potential as soon as is

reasonably practical. Any proposed plan or development should not contradict the Northumbria River Basin Management Plan 2015. Without this condition, the impact could cause deterioration of the Water Framework Directive status of the Brierdene Burn from Source to North Sea waterbody (GB103022076180) and the Ouseburn from Source to Tyne (GB103023075780).

19. The scheme for new diversions and improvements to the Public Right of Way network shall be laid out in accordance with the approved plans. This shall include details of phasing temporary closures, which shall be submitted to and agreed in writing with the Local Planning Authority. These areas shall not be used for any other purpose and retained and maintained thereafter.

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

20. The development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Killingworth Moor Phase 1 Flood Risk Assessment and Drainage Strategy revision V4" dated "December 2019". The drainage scheme shall ensure that foul flows discharge to the combined sewer on The Stephenson Trail and ensure that surface water discharges to the nearest watercourse.

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

21. The development hereby permitted shall not be occupied until a scheme to dispose of foul drainage has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved. The plan should include, but not limited to, the following:

- Confirmation of which sewage treatment works will receive the foul flows.
- Confirmation that there is sufficient capacity in the receiving Northumbrian Water network to accept the flows without increasing storm overflow spills.
- If the foul flows are going to Howden and have been included in the growth figures then we do not need the applicant to produce a WFD assessment specifically for foul water. If the foul water is not going to Howden or is not included in the growth figures then the applicant would need to produce their own WFD assessment to take this into account.
- Confirmation that there is sufficient capacity at the receiving sewage treatment works (STW) to accept the flows while still operating within the permitted flow and quality limits.
- If there is not currently capacity within the network or at the STW, then the plan should detail an appropriate phasing approach for the development to enable the necessary upgrades to the sewage network before connecting the development.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework. The Northumbria river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without this condition, the impact could cause the deterioration of a quality element to a lower status class because it would

result in the elevation of nutrients and suspended sediments. This could have significant implications for WFD status and ecology.

22. No development shall take place within 10 metres of the Forest Hall letch until a scheme for the provision and management of compensatory habitat creation on-site within the riparian buffer zones, in relation to loss of the watercourse and associated habitat, has been submitted to, and agreed in writing by, the local planning authority and implemented as approved. Thereafter, the development shall be implemented in accordance with the approved scheme.

Reason: Development that encroaches on or over the Forest Hall Letch may severely affect its ecological value and result in the loss of riparian habitat. The National Planning Policy Framework (paragraph 175) states that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

23. Development within 10 metres of the Forest Hall letch shall not commence until the compensatory storage measures and levels identified within the approved plans are completed.

Reason: In order to reduce the risk of flooding on the proposed development.

24. All lighting associated with the development should be fully cut off so as to eliminate any vertical light spill into the atmosphere to prevent distraction for pilots on approach or departing Newcastle International Airport Limited (NIAL). Details of any permanent or temporary lighting (including during construction) which may distract pilots shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development hereby approved shall be carried out in full accordance with these agreed details.

Reason: In the interest of aerodrome safeguarding and in accordance with the National Planning Policy Framework.

25. Prior to the operation of any cranes above 45m on site, a Method Statement for Crane Operation, shall be submitted to and approved in writing by the Local Planning Authority. This statement shall include:

- The exact location of the centre of the crane, as an OS Grid reference (to at least 6 figures for each of eastings and northings), or marked on a map showing the OS Grid;

- The maximum operating height in metres Above Ordnance Datum (AOD), or the height of crane Above Ground Level (AGL) plus ground level in AOD (see Note below);

- The type of crane/equipment (e.g. Tower Crane, Mobile Crane, etc.);

- The radius of the jib/boom of a fixed crane/the area of operation of a mobile crane;

- The intended dates and times of operation;

- Applicant's name and contact details.

- Proposed obstacle lighting to be installed.

Thereafter, the development shall be carried out in accordance with these agreed details.

Reason: This information is required from the outset in the interest of aerodrome safeguarding and in accordance with the National Planning Policy Framework.

26. Prior to any building works being commenced on plots 33-34 and 530-534, details of bespoke elevations to be submitted for the rear elevations of units 33, 34, 531, 532 and 533 and side (northern) elevations of plots 530 and 534 shall be submitted to and approved in writing by the Local Planning Authority. Such approved details shall thereafter be implemented, retained and maintained unless otherwise varied by agreement in writing by the Local Planning Authority.

Reason: In the interest of visual amenity given the visibility of these dwellings having regard to policy DM6.1 of the North Tyneside Local Plan 2017.

27. Prior to the commencement of any dwellings above damp proof course in each phase, details of all screen and boundary walls, fences and any other means of enclosure for that phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter only be carried out in accordance with the approved details and the buildings hereby approved shall not be occupied until the details have been fully implemented.

Reason: To ensure that the proposed development does not adversely affect the privacy and visual amenities at present enjoyed by the occupiers of neighbouring properties, and to ensure a satisfactory environment within the development having regard to policy DM6.1 of the North Tyneside Local Plan (2017).

28. Prior to the first occupation of the development a landscaping management plan shall be submitted to and approved in writing by the local planning Authority. This shall detail the short, medium and long term management of the landscaping and details of its maintenance in perpetuity. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the buildings or the completion of the development, whichever is the sooner, and any trees or plants which die, are removed or become seriously damaged or diseased, shall be replaced in the current or first planting season following their removal or failure with others of similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping having regard to policy DM5.9 of the North Tyneside Local Plan (2017).

29. Prior to any building works being first commenced within each phase, details of external features for that phase including extractor vents, heater flues, alarm boxes, meter boxes and satellite dishes shall be submitted to and approved in writing by the Local Planning Authority. Such approved details shall thereafter be implemented, retained and maintained unless otherwise agreed in writing by the Local Planning Authority

Reason: In the interest of visual amenity having regard to policy DM6.1 of the North Tyneside Local Plan 2017.

30. Notwithstanding Condition 1, the proposed dwellings must comply with the housing standards set out under Policy DM4.9 of the North Tyneside Local Plan (2017).

Reason: To ensure appropriate living conditions for future occupiers are provided in accordance with Policy DM4.9 of the North Tyneside Local Plan (2017).

31. Notwithstanding Condition 1, and within each approved phase, prior to the construction of any part of the development hereby approved above damp-proof course level a schedule or samples of all surfacing materials and external building materials, including doors and windows) for that phase shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: To ensure a satisfactory appearance having regard to Policy DM6.1 of the North Tyneside Local Plan (2017).

32. The development shall be carried out in accordance with the Proposed Levels plans 1-7 (rev. G) unless otherwise varied by agreement in writing with the Local Planning Authority.

Reason: In order to safeguard the amenity of existing and future residents having regard to policy DM6.1 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

33. The development hereby permitted shall not be commenced until such time as a Construction Surface Water Management Plan, including the timing for its implementation, has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved. The plan should include, but not limited to, the following:

- o Treatment and removal of suspended solids from surface water run-off during construction works;

- o Approach to ensure no sewage pollution or misconnections;

- o Approach to ensure water mains are not damaged during construction works;

- o Management of fuel and chemical spills during construction and operation, including the process in place to ensure the environment is not detrimentally impacted in the event of a spill.

Reason: This approach is supported by paragraph 170 of the National Planning Policy Framework (NPPF) which recognises that planning should contribute to and enhance the environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.

34. Prior to the occupation of any housing, details of the long term management of the open space and landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. Thereafter development shall only take place in accordance with the approved details and these areas shall be retained for their intended purpose.

Reason: To enable the retention of open space and landscaped areas in perpetuity to ensure a satisfactory standard of residential amenity and in the interests of ecology and visual amenity, having regard to policies DM6.1 and S4.4(b) of the North Tyneside Local Plan.

35. No trees, shrubs or hedges within the site which are shown as being retained on the submitted plans shall be felled, uprooted, wilfully damaged or destroyed, cut back in any way or removed during the development phase other than in accordance with the approved plans or without the prior written consent of the Local Planning Authority. Any trees, shrubs or hedges removed without such consent, or which die or become severely damaged or seriously diseased within three years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species until the Local Planning Authority gives written consent to any variation.

Reason: To ensure existing landscape features to be retained are adequately protected during construction works having regard to Policies DM6.1 and DM5.9 of the North Tyneside Local Plan (2017).

36. Prior to any ground being broken on site and in connection with the development hereby approved (including demolition works, tree works, soil moving, hardstandings, temporary access construction and / or widening or any operations involving the use of motorised vehicles or construction machinery, site security fencing, services), a detailed Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS5837:2012 'Trees in relation to design, demolition and construction - Recommendations' is to be submitted to and approved in writing by the Local Planning Authority. No development or other operations shall take place except in complete accordance with the approved Tree Protection Plan and Arboricultural Method Statement. The AMS and TPP is to form part of the contractors method statement regarding the proposed construction works.

Reason: To ensure existing landscape features to be retained are adequately protected during construction works having regard to Policies DM6.1 and DM5.9 of the North Tyneside Local Plan (2017).

37. Any new service installations or service diversions which will impact on the retained trees is to be carried out in accordance with the Arboricultural Method Statement and NJUG Volume 4 with works being undertaken by hand or suitable method such as an air spade to ensure works will not damage to the root systems of the retained trees. Confirmation of the proposed working method is to be submitted for approval to the Local Planning Authority and works are to be carried out in accordance with the approved details.

Reason: To ensure existing landscape features to be retained are adequately protected during construction works having regard to Policies DM6.1 and DM5.9 of the North Tyneside Local Plan (2017).

38. Prior to commencement of works starting on site, the trees within or adjacent to and overhanging the site that are to be retained are to be protected by fencing and in the locations shown on drawing Tree Protection Plan unless otherwise agreed in writing by the Local Planning Authority. No operational work, site clearance works or the development itself shall commence until the fencing is

installed. The protective fence shall remain in place until the works are complete or unless otherwise agreed in writing with the Local Planning Authority. The protective fence is NOT to be repositioned without the approval of the Local Authority. Photographic evidence of the fence in place is to be submitted.

Reason: To ensure existing landscape features to be retained are adequately protected during construction works having regard to Policies DM6.1 and DM5.9 of the North Tyneside Local Plan (2017).

39. Within each approved phase, prior to the installation of any floodlighting or other form of external lighting, a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. Lighting must be designed to minimise light spill to adjacent boundary features such as woodland, scrub, grassland and hedgerow habitats and should be less than 2 lux in these areas. The lighting scheme shall include the following information:

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

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

Reason: In the interest of protecting residential amenity and protecting sensitive habitats within or adjacent to the site; and in the interest of aerodrome safeguarding having regard to policy DM5.7 and DM5.19 of the North Tyneside Local Plan (2017) and the National Planning Policy Framework.

40. All works will be undertaken in accordance with an approved Construction and Environmental Management Plan (CEMP) that includes; Method Statements for protected species (breeding birds, bats, hedgehog, otter, badger and amphibians); appropriate working methods and details of works that will be overseen by an Ecological Clerk of Works (ECoW). Details shall be submitted to and approved in writing by the Local Planning Authority prior to works commencing on site and works shall be undertaken in accordance with the approved details.

Reason: To ensure existing landscape features to be retained are adequately protected during construction works and to protect protected species having regard to Policies DM6.1 and DM5.9 of the North Tyneside Local Plan (2017).

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

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

42. No vegetation removal or works to features (buildings) that could support nesting birds will take place during the bird nesting season (March-August inclusive) unless a survey by a suitably qualified ecologist has confirmed the absence of nesting birds immediately prior to works commencing.

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

43. All measures outlined within Section 4 of the 'Bird Hazard Management Plan' (BSG March 2023) will be undertaken during the construction and operation phases of the development in accordance with the Plan.

Reason: In the interests of aviation safety.

44. Prior to any works commencing on each phase, an updated checking survey for badger shall be undertaken and, if required, a Method Statement shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the proposed development shall be carried out in full accordance with the agreed Method Statement.

Reason: This information is required from the outset in the interests of biodiversity having regard to policy DM5.5 of the North Tyneside Local Plan 2017.

45. Prior to the development commencing above damp proof course, details of the location of 54no. bird boxes (various design) to be provided across the application site, including specifications, shall be submitted to and approved in writing by the Local Planning Authority. These agreed details shall be installed in accordance with a timescale to be agreed and thereafter shall be permanently retained.

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

46. Prior to the development commencing above damp proof course, details of the location of 30 bat boxes (various design) to be provided across the application site, including specifications, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, these agreed details shall be installed in accordance with a timescale to be agreed and permanently retained.

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

47. Hedgehog gaps (13cmx13cm) shall be provided within any new or permanent fencing within the scheme. Locations of hedgehog gaps shall be

the Biodiversity Net Gain Report and Metric 4.0 (BSG Ecology/Biodiverse Consulting October 2023) and shall include details of the following:

- o Details and extent of all new habitat creation and landscape planting
- o Details of enhancement of existing habitats
- o Details of SuDs features and their planting details
- o Proposed timing of all new tree, shrub and wildflower grassland planting and ground preparation noting the species and sizes for all new plant species

o New standard tree planting to be a minimum 12-14cm girth
The landscaping scheme shall be implemented in a phased manner in accordance with the approved details and within the first available planting season following the approval of details and within the relevant phase. All hard and soft landscape works shall be carried out in accordance with the approved details and to a standard in accordance with the relevant recommendations of British Standard 8545:2014. Any trees or plants that, are removed, die or become seriously damaged or defective, shall be replaced with others of species, size and number as originally approved, by the end of the first available planting season thereafter.

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

55. Within 4 weeks of any of the development hereby approved commencing on site, a 'Landscape and Ecological Management and Monitoring Plan' (LEMMP) for all on and off-site landscaping/habitat creation shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be in accordance with the details set out within the Biodiversity Net Gain Report and Metric 4.0 V1-6 (BSG/Biodiverse Consulting October 2023) and associated approved Landscape Plans and shall be implemented on site before the first occupation of any of the dwellings and thereafter for a minimum period of 30 years. The plan shall include details of site preparation, long-term design objectives, management and monitoring objectives, management responsibilities, timescales and maintenance schedules for all newly created and enhanced habitats within and outside of the site. The plan will include details of the following:-

o Details on the creation, enhancement and management of all habitats identified within the BNG Report/Metric 4.0 (BSG Ecology October 2023) and approved Landscape Plans/Strategies and how habitat condition criteria within the Metric will be met through management.

o Details of watercourse improvements proposed to the Forest Hall Letch as identified in the BNG Report/Metric 4.0 (October 2023) and on the Letch Plan (DWG: NT16026-Fig. 8.13)

o Survey and monitoring details for all for all target habitats identified within the Net Gain Assessment Report (BSG Ecology October 2023). Monitoring Reports will be submitted to the LPA for review in years 1, 3, 5 and 10 and 5 yearly thereafter, and will include a Net Gain Assessment update as part of the report to ensure the habitats are reaching the specified target condition. Any changes to habitat management as part of this review will require approval in

writing from the LPA. The Plan will be reviewed every 5 years in partnership with the LPA.

Details of any corrective action that will be undertaken if habitat delivery fails to achieve the requirements set out in the approved Biodiversity Net Gain Report/Biodiversity Metric

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

56. Details of the appointed Management Company who will be responsible for the management of the SuDS features shall be submitted to and approved in writing by the Local Planning Authority.

Reasons: In the interest of flood management, having regard to the NPPF.

57. Prior to the commencement of the development a surface water design model shall be submitted to and approved in writing by the Local Planning Authority which demonstrates that there will be no flooding at the site in the event of a 100-year water level within the Forest Hall Letch which would cause the outfall to be submerged.

Reason: In the interest of flood management, having regard to the NPPF.

58. Notwithstanding Condition 1, the scheme for the spine road from Great Lime Road to the full extent shown on the approved drawing shall be laid out in accordance with the approved plan and prior to the occupation of the 78th dwelling. This scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: In the interests of highway safety of the development and to ensure that the wider site infrastructure associated with the strategic allocation is not prejudiced having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

59. The works shall take place in accordance with the Bird Hazard Management Plan and the measures set out in the plan shall be implemented and retained. The areas of permanent water in the SUDS shall be fully netted and planted.

Reason: In the interest of aerodrome safeguarding and in accordance with the National Planning Policy Framework.

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

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

Informatives

Building Regulations Required (I03)

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

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

The applicant is advised that it is an offence under the Highways Act 1980 to deposit mud or debris on the highway and reasonable measures must be in place to prevent this occurrence in the first instance and to remove any occurrences, should they occur. Contact New.Developments@northtyneside.gov.uk for further information.

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

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

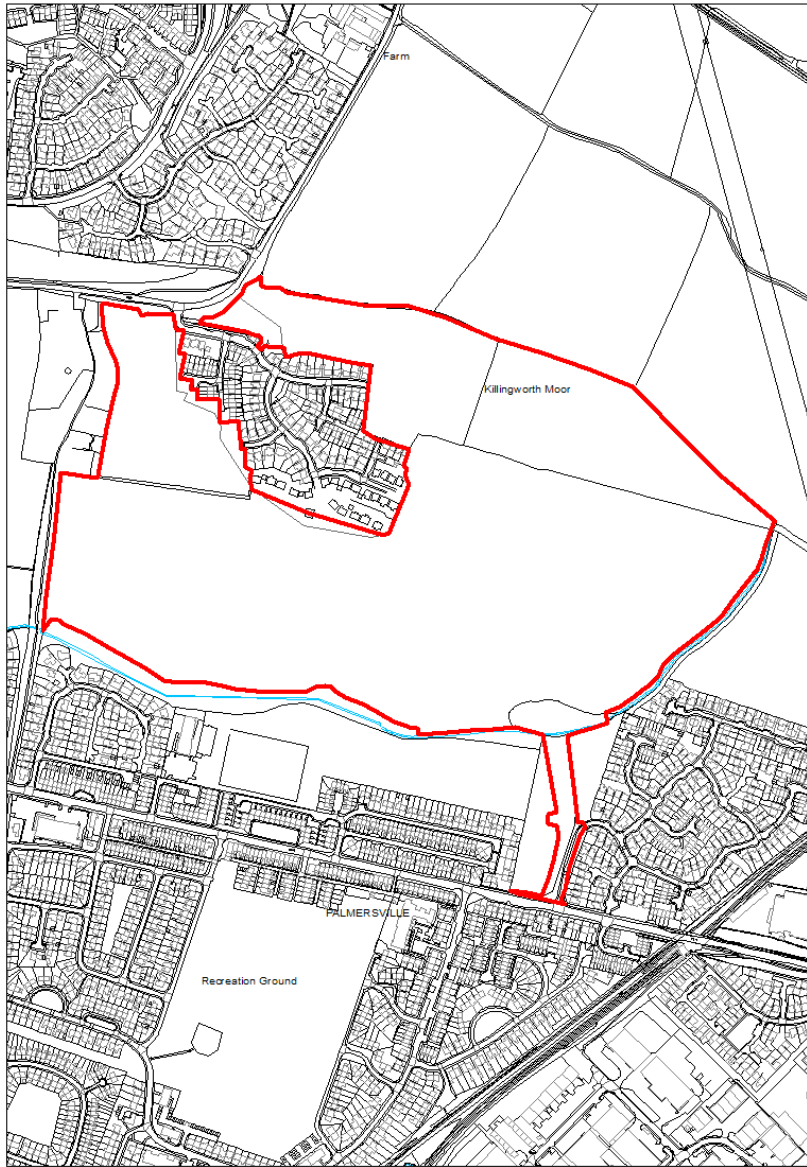
Street Naming and numbering (I45)

No Doors Gates to Project Over Highways (I10)

The applicant is advised that none of the site will be considered for adoption by the Local Highway Authority until the full extent of the link road to the junction with the B1317 Killingworth Road has been completed. The onus is on the applicant to convey this information to the housebuilders at the earliest opportunity and to homebuyers prior to the point of purchase. Contact New.Developments@northtyneside.gov.uk for further information.

Section 106 - PAYEE (149)

CIL information (150)



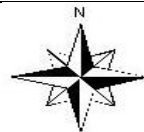
Application reference: 20/01435/FULES

Location: Land At Killingworth Moor, Killingworth Lane, Killingworth
Proposal: Full planning application for the phased construction of 539 residential dwellings with means of access, landscaping, open space, sustainable drainage, public rights of way diversion and associated infrastructure

Not to scale

Date: 02.01.2024

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**Appendix 1 – 20/01435/FULES
Item 1**

Consultations/representations

1.0 Internal Consultees

2.0 Highway Network Manager

2.1 This is a full planning application for the phased construction of 539 residential dwellings with means of access, landscaping, open space, sustainable drainage, public rights of way diversion and associated infrastructure.

2.2 A Transport Assessment (TA) was included as part of the application that assessed the local highway network and this was tested in the model used by National Highways, given the proximity to the Strategic Road Network.

2.3 The developer has agreed to carry out off-site highway improvements to the following junctions via Section 278 Agreements to mitigate the impact development traffic:

2.4 Site access (south), B1505 Great Lime Road & Forest Gate - localised widening, dedicated left turn and right turn lanes from Forest Gate, upgrade of signals (including MOVA) and improved pedestrian crossing facilities.

2.5 A191 (Whitley Road), A191 (Holystone Way), B1505 (Great Lime Road & Whitley Road - Wheatsheaf roundabout) - alterations to approaches on A191 westbound and Great Lime Road, changes to circulatory on roundabout, and improvements to pedestrian & cycle facilities including a Puffin Crossing on Whitley Road (east).

2.6 In addition to the above improvements, the developer has also agreed to Section 106 contributions for works at the following junctions:

£72,500.00 - A191 (Whitley Road), Chollerton Drive, Asda signalised junction - alterations to junction layout, signal timings and pedestrian phasing & localised widening

£196,000.00 - B1505 (Great Lime Road), B1317 (Killingworth Road & Forest Hall Road) signalised junction - alterations to junction layout extension of westbound right turn lane & localised widening

2.7 The site will comprise of main link road from the B1505 Great Lime Road to the south, with development parcels accessing from the main link road. Secondary access will also be provided to the northwest via the existing development from Moorfield Drive. Pedestrian and cycle links will be provided throughout the site and connect into existing infrastructure.

2.8 A Public Transport Strategy will be implemented including a contribution of £1,177,076.00 to Bus Service provision for the wider site (to be agreed), along with a Travel Plan and the developer has agreed a Travel Plan sum of £150,000 if targets for vehicle trips associated with the site are not met, as well as a monitoring fee of £1,000 per year until 5 years after final occupation in

accordance with North Tyneside Travel Plan guidance. The developer is also providing a scheme for improvements to Public Rights of Way throughout the site and connecting into the wider Public Right of Way network.

2.9 Parking & visitor parking will be provided in accordance with the Transport and Highways SPD 2022 and cycle storage will be provided for each dwelling.

2.10 It is considered that the impact of the development on the local highway network will not be severe with the off-site mitigation proposed and implementation of the measures to promote sustainable transport. For these reasons and on balance, conditional approval is recommended.

Recommendation - Conditional Approval

Section 278:

The applicant will be required to enter into a Section 278 agreement for the following off-site highway works set out in the drawing numbers below, which are subject to detailed design, implementation of MOVA on traffic signals, technical approvals, compliance with cycle infrastructure to LTN1/20 and Road Safety Audits:

Site access (Drawing number NT13845-H-001 - Revision Y)

Wheatsheaf roundabout (Drawing number 784-A081951-6-C1-TTE 00 XX DR H 0003 - Revision P06)

Triggers:

Site access - prior to the occupation of 78 dwellings

Wheatsheaf - prior to the occupation of 200 dwellings

Section 106 (Highway Improvements):

The applicant will be required to enter in a Section 106 Agreement for the following:

£72,500.00 for improvements to the A191 Whitley Road, Chollerton Drive & Asda signalised junction (Based on drawing number 784-A081951-6-C1-TTE 00 ZZ DR CH 0007 - Revision P01)

£196,000.00 for improvements to B1505 Great Lime Road, B1317 Killingworth Road & Forest Hall Road signalised junction (Based on drawing number 784-A081951-6-C1-TTE 00 XX DR O 0008 - Revision P02)

Triggers:

Asda - prior to the occupation of 100 dwellings

Clousden Hill - prior to the occupation of 150 dwellings

Section 106 (Sustainable Transport):

£1,177,076.00 for the provision of bus services to the site.

£150,000.00 for Travel Plan Measures, subject to agreed trip rate reduction targets not being met.

£1,000.00 per year until 5 years for Travel Plan monitoring after final occupation in accordance with North Tyneside Travel Plan guidance.

Permission is sought that the Head of Legal, Governance and Corporate Services be authorised to undertake all necessary procedures to obtain the diversion & extinguishment of the existing rights of way & footpaths necessary to facilitate the development under Section 257 of the Town and Country Planning Act 1990.

There is a requirement for improved sustainable links between the site access and Wheatsheaf and this will be required at a point yet to be determined, possibly at a future phase in the Killingworth Moor development. The Council will be seeking this via CIL at the appropriate time.

Conditions:

Notwithstanding the details submitted, the following off-site highway works shall be carried out in accordance with the agreed timescales and subject to technical approvals, implementation of MOVA on the site access and Road Safety Audits:

- NT13845-H-001 - Revision Y - Site access. This shall be installed prior to the occupation of 78 dwellings.

- TTE 00 ZZ DR H 0003 Rev.006 - A191 Holystone Way, B1505 Great Lime Road, A191 Whitley Road (Wheatsheaf Roundabout). This shall be installed prior to the occupation of 200 dwellings.

Thereafter, the development hereby approved shall be implemented in full accordance with the triggers set out above.

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

The scheme for the main link road (as shown on drawing NT13845-H-001 - Revision Y), including footpaths, cycle paths, shared paths and associated buffers, and service strips shall be laid out in accordance with the approved plans. These areas shall not be used for any other purpose and retained thereafter.

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

The scheme for roads, footpaths, internal junctions, shared surfaces, turning areas, traffic calming and visibility splays shall be laid out in accordance with the approved plans. These areas shall not be used for any other purpose and retained thereafter.

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

The scheme for cycling & pedestrian links within the site and connecting into the wider network shall be laid out in accordance with the approved plans. This

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

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

The scheme for garages, driveways, private parking spaces, and visitor parking spaces shall be laid out in accordance with the approved plans. These parking areas shall not be used for any other purpose and shall be retained thereafter.

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

The scheme for storage of cycles shall be laid out in accordance with the approved plans and prior to the occupation of each dwelling. These storage areas shall not be used for any other purpose and shall be retained thereafter.

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

The scheme for the provision of and storage of refuse, recycling & garden waste bins, including collection points for shared surfaces shall be laid out in accordance with the approved plans and prior to the occupation of each dwelling. These storage areas shall not be used for any other purpose and shall be retained thereafter.

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

Notwithstanding the details submitted, the proposed Public Transport Strategy shall be implemented in accordance with the approved documents and retained thereafter.

Reason: To accord with DfT Circular 01/2022 and having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

Notwithstanding the details submitted in the Travel Plan, no part of the development shall be occupied until a Full Travel Plan has been submitted to and approved by in writing the Local Planning Authority (in consultation with the Highways Authority for the A19). The Travel Plan Coordinator shall be appointed at least 3 months in advance of first occupation and the site shall be monitored to a maximum of 5 years post occupation of the final dwelling and will also include an undertaking to conduct annual travel surveys to monitor whether the Travel Plan targets are being met and be retained thereafter.

Reason: To accord with DfT Circular 01/2022 and having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

Notwithstanding the details submitted, no part of the development shall be occupied until details of provision for Electric Vehicle (EV) charging points shall be provided and shall be retained thereafter.

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

Notwithstanding Condition 1, no development shall commence until a Construction Method Statement for the duration of the construction period has

been submitted to and approved in writing by the Local Planning Authority. The approved statement shall: identify the access to the site for all site operatives (including those delivering materials) and visitors, provide for the parking of vehicles of site operatives and visitors; details of the site compound for the storage of plant (silos etc) and materials used in constructing the development; provide a scheme indicating the route for heavy construction vehicles to and from the site; a turning area within the site for delivery vehicles; dust suppression scheme (such measures shall include mechanical street cleaning, and/or provision of water bowzers, and/or wheel washing and/or road cleaning facilities, and any other wheel cleaning solutions and dust suppressions measures considered appropriate to the size of the development). The scheme must include a site plan illustrating the location of facilities and any alternative locations during all stages of development. The approved statement shall be implemented and complied with during and for the life of the works associated with the development. If the agreed measures are not operational, then no vehicles shall exit the development site onto the public highway.

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

Informatives:

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

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

The applicant is advised that it is an offence under the Highways Act 1980 to deposit mud or debris on the highway and reasonable measures must be in place to prevent this occurrence in the first instance and to remove any occurrences, should they occur. Contact New.Developments@northtyneside.gov.uk for further information.

The applicant is advised that requests for Street Naming & Numbering must be submitted and approved by the Local Highway Authority. Any complications, confusion or subsequent costs that arise due to non-adherence of this criteria will be directed to applicant. Until a Street Naming and Numbering & scheme been applied for and approved by the Local Highway Authority it will not be officially registered with either the council, Royal Mail, emergency services etc. Contact Streetworks@northtyneside.gov.uk

for further information.

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

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

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

The applicant is advised that none of the site will be considered for adoption by the Local Highway Authority until the full extent of the link road to the junction with the B1317 Killingworth Road has been completed. The onus is on the applicant to convey this information to the housebuilders at the earliest opportunity and to homebuyers prior to the point of purchase. Contact New.Developments@northtyneside.gov.uk for further information.

3.0 Environmental Health (Pollution)

3.1 I have concerns with regard to road traffic noise from Killingworth Lane and the proposed new link road affecting the proposed residential development.

3.2 I have reviewed the updated Environmental Statement Addendum which has been provided in addition to the Environmental Statement and the supplementary environmental statement for the phase 1 of this development for noise impacts and air quality impacts.

3.3 The air quality assessment that has considered the potential increase in air pollutants resulting from an increase in road traffic resulting from the development. The air quality assessment has modelled air quality impacts using a base year of 2019 and an opening year of 2032. The updated Environment Statement on Air Quality acknowledges that the Coast Road A1058 will not be incorporated into the Clean Air Zone and that this will be within the Newcastle and Gateshead area.

3.4 The air quality assessment has considered the potential increase in air pollutants resulting from an increase in road traffic resulting from the development. The principal pollutants of concern are nitrogen dioxide and particulates, arising from road traffic vehicles. The air quality assessment has concluded that there will be a negligible increase in both nitrogen dioxide and particulates and overall air pollutant levels will be below the air quality objective levels for NO₂ and PM₁₀ if the development was to occur. With regard to PM_{2.5} levels, although there is a limit level within the 2010 Regulations there are no specific target limits set within the LAQM Technical Guidance (TG16) for Local

Authorities in England to work towards. It is recognised that there are no safe levels for particulates and that Local Authorities must have policies in place to reduce the levels to as low a level as possible. It is noted that the applicant advises that the scheme will incorporate measures to address air pollutants, e.g. such as the provision of electric car charging points, travel plans and use of low NOx boilers.

3.5 Defra's draft Air Quality Strategy dated April 2023 sets out measures to address air quality. The strategy states that local authorities should take action to reduce PM2.5. The development will contribute to air pollution even though impacts have been assessed as low. There is no safe limit for particulates and the development will contribute to this pollutant. I would therefore recommend that provision is made in the form of a S106 contribution to enable air quality monitoring to be carried out following development.

3.6 The updated noise assessment has modelled the equivalent daytime facade noise levels at the proposed residential units for those closest to the Killingworth Lane (B1317) and the new link road based on noise monitoring carried out at monitoring locations nearest to these major roads in the area of Phase 1 of this development. Impacts on existing sensitive receptors for the increased road traffic resulting from the development including the new link road have been identified as negligible.

3.7 For the proposed residential plots the modelled noise levels across the development site closest to the roads are in the region of between 61 dB LAeq for daytime and levels of up to 54 dB LAeq for night time. The consultant has shown that internal noise levels can be achieved that will meet the requirements of BS8233, using a window glazing scheme of 6/12/6 and Greenwood 5000EAW trickle ventilation for those plots adjacent to Killingworth Lane and the link road. This will mean that residents in the proposed new houses adjacent to the roads will need to keep windows closed and to be provided with a ventilation scheme that is able to be adjusted to cope with warm weather to enjoy a reasonable internal noise level. An overheating assessment has been provided based on the AVO guidance. The overheating risk assessment has shown properties to be at low to medium risk of overheating and that based on the guidance no additional measures are required. The assessment notes that dwellings will be provided with whole dwelling ventilation.

3.8 Gardens have been shown to be located to the rear of the buildings and will be afforded screening by the houses themselves and the majority of the gardens on the development site will achieve a level of 50 dBA LAeq 16 hour and will be below the world health organisation community upper noise level for outdoor spaces of 55dB. Two plots will require acoustic fencing. Close boarded fencing is being proposed but I would suggest that this would not be considered satisfactory; fencing panels must either be overlapped to prevent gaps appearing over time or double boarded to ensure the long term integrity of the fencing.

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

Phase 1 Development

Prior to occupation submit and implement on approval of the local Planning Authority a noise scheme providing details on a plot by plot basis of the window glazing and ventilation scheme to be provided to habitable rooms as outlined in the Environmental Statement Addendum Statement Noise Impact Assessment report to ensure bedrooms meet the good internal equivalent standard of 30 dB LAeq at night and prevent the exceedance of LMAX of 45 dB(A) and living rooms meet an internal equivalent noise level of 35 dB LAeq as described in BS8233 and the World Health Organisation community noise guidelines.

Prior to the occupation of the housing details of the acoustic fencing to be provided to residential plots that have line of sight to Killingworth Lane (B1317) to be provided to the Local Planning Authority for written approval, implemented and thereafter retained to mitigate against road traffic noise.

HOU04
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3.10 Additional comment 18.08.23 regarding air quality monitoring:

3.11 As outlined in my consultation comments, the proposed development will contribute to an increase in air pollutants, but the modelled pollutant concentrations suggested that the overall impacts would be negligible.

3.12 The air quality assessment considered the development only and did not consider the overall culminative impacts of major developments within the area. The air quality modelling did not suggest that this development itself would result in pollutant concentrations that would be considered to have significant adverse impacts and, therefore I would not be able to justify recommending refusal of the application in the absence of section 106 funding for air quality monitoring.

4.0 Environmental Health (Contamination)

4.1 I have read the Ground Gas Risk Assessment Review (REV A) October 2023 produced by Sirius. I note that the conclusions state:

4.2 Current proposals show that no development is taking place within at least 50m of the southern and eastern site boundaries. Based on the site geology, lateral migration of significant volumes of gas from the historic landfill into the development area via shallow soils is considered very unlikely. It would be prudent however to consider the possibility, although very unlikely, of gas migration occurring from the landfill to the south, into the site via proposed services and road construction crossing through this area. Whilst this risk is not considered to warrant an increase in the characteristic situation of the development as a whole, specific precautionary mitigation in the construction of infrastructure would be recommended, for example, sealed sections of service trenches.

4.3 Based on the above a non-standard condition should be applied requiring the submission of detail design of the sealed sections of service trench and a verification report showing the implementation of the design to ensure the safety of the development from potential ingress of ground gas.

5.0 Local Lead Flood Authority

5.1 I have evaluated the flood risk and carried out a review of the surface water drainage proposals put forward as part of planning application 20/01435/FULES, I can confirm in principle I have no objections to the proposals as the applicant will be providing surface water attenuation within the site for up to a 1in100yr rainfall event + a 40% allocation for climate change and include for a 10% urban creep allowance. The development will be restrict the rate of surface water leaving the site to the equivalent greenfield run-off rate.

5.2 Properties within the development will be protected by the overland flow of surface water through the site by setting the floor levels at 150mm above ground level. The developments surface water attenuation will be achieved via the use of a series of attenuation basins with flow control device fitted on the outlets to restrict the surface water discharge rate to 12.3 l/s and 35.0 l/s. The two basins will then drain into two separate dedicated swales which will connect to the existing surface water sewer from the previous development. This surface water sewer then discharges into the Forest Hall Letch located to the South of the proposed development at a combined discharge rate of 122.3 l/s. The improvement in the surface water quality discharging from the development will be achieved via the form of filter drains, swales and the attenuation basins which serve the development. The applicant has indicated the maintenance of the suds features and associated drainage infrastructure will be the responsibility of an appointed private management company.

5.3 I will require a condition to be placed on the application providing details of the appointed Management Company who will be responsible for the management of the SuDS features to be provided to the LLFA.

5.4 A condition will also be required on the application which shows the surface water design model with a surcharged outfall based on the 100-year water level within Forest Hall Letch. This is to ensure there is sufficient capacity within the on-site network if the outfall is blocked by high water levels.

6.0 Biodiversity Officer & Landscape Architect

6.1 Introduction

6.2 This application is for the construction of 539no residential dwellings, access, landscaping, open space, sustainable drainage, public rights of way diversion and associated infrastructure. The application site is part of the South West Edge Character Area in the adopted Killingworth Moor masterplan and wraps around the existing Stephenson Park which was delivered by Bellway Homes on the former derelict MOD depot (REME site).

6.3 The masterplan and the design code associated with this character area provides a framework for ensuring the delivery of the vision. It also sets out key policy and design objectives for the site. Any planning application needs to demonstrate that it meets the requirements of the Masterplan, ensure consistency and delivery of key policy and design objectives.

6.4 This information submitted as part of this application assesses the proposals in relation to the approved Killingworth Moor Masterplan and Design Code and

the developing Green Infrastructure masterplan to demonstrate how the scheme fits in with the wider strategic housing site in delivering adequate green infrastructure and ecological mitigation. This should clearly show how wildlife corridors will be created and enhanced, how existing important features such as wagonways and woodlands are protected and enhanced and how green infrastructure requirements (allotments, open space, footpath and cycleways etc) will be delivered alongside the requirement to provide ecological mitigation and net gain. The scheme needs to meet the objectives of the Killingworth Moor Masterplan which clearly states that:-

“Applications should demonstrate how they fit in with a Landscape Masterplan for the whole site. This should include details on planting to be retained, new planting and green spaces, soft landscaping, boundary treatments, footpath/cycleway enhancement/creation and surface water drainage infrastructure (including SUDs)”

In addition, the following local plan policies apply to this application:

S5.4 Biodiversity and Geodiversity

DM5.5 Managing effects on Biodiversity and Geodiversity

DM5.7 Wildlife Corridors

DM5.9 Trees, Woodland and Hedgerows

DM5.2 Protection of Green Infrastructure

6.5 Background

6.6 In 2016 and 2017, informal advice was given to the developer with regard to the development of Killingworth Moor for 2,500 plus units, educational facilities, local facilities, retail and employment uses, new green infrastructure and amenity space covering an area of approximately 192.7ha. Comments were provided on the effect of the proposed development upon the character and appearance of the area and whether adequate provision has been made to address any adverse impact that the proposed development would have on landscape amenity and biodiversity.

6.7 Pre-application advice was also provided in 2019 (19/01271/PREAPP), more specifically on the construction of 560 no. residential dwellings. Again, this highlighted concerns in relation to the development, landscape and biodiversity, in particular to the loss of mitigation associated with the former REME site and the landscape associated with the northern boundary wildlife corridor of Stephenson Park. As part of the approval for the Stephenson Park application (20/00077/FUL), the existing hedgerow to the north of the site was to be ‘reinforced and enhanced to create a 10-15m wide landscape buffer’ (approved landscape plan 23917 L1A). Some new planting has taken place to the north of the hedgerow/fenceline but not as substantial as the approved landscape plans show. As part of the masterplan for Killingworth Moor, there is a requirement to retain existing areas of planting and provide a substantial planted buffer to this northern boundary and it was suggested that this could be achieved if the housing associated with the current application was pulled back from the boundary and the footpath. This would protect and enhance the designated wildlife corridor to the north of the site, providing areas for valuable habitat creation and wildlife connectivity to green corridors in the wider site.

6.8 Since the submission of the current full application for Phase 1 (Bellways), various in-depth discussions with the developer have taken place. Changes to the layout have been made and more recently, revised application information has been submitted which includes various layout changes to address ecology and landscape comments, with additional information on drainage, Biodiversity Net Gain (BNG) and off-site farmland bird compensation. A Planning Statement Addendum was submitted alongside the revised plans and an Environmental Statement Addendum (ESA) was also prepared and accompanied the submission. As a result of recent considerations, and specifically in regard to The Forest Hall Letch, the red line boundary has been amended to omit the majority of the watercourse where no works are proposed.

6.9 The works to The Letch are in relation to the spine road crossing point and its associated works which remain within the red line area. This results in a reduction in the site area from 38.16ha to 36.28ha.

6.10 The recent information has been reviewed to ensure the following objectives are addressed:-

Assessment of the impacts of the scheme on designated sites, habitats and protected/priority species and provision of appropriate mitigation/compensation
Delivery of Biodiversity Net Gain (BNG) in accordance with Local Plan Policy and the NPPF

Provision of suitable off-site compensation for impacts on farmland birds

Protection and enhancement of trees and hedgerows within the site

The delivery of a high-quality landscape scheme that meets the objectives of the Killingworth Moor Masterplan

To ensure lighting levels do not impact wildlife corridors, designated sites and semi-natural habitats/green infrastructure

To ensure drainage proposals are acceptable and provide multi-functional benefits including landscape enhancement and biodiversity net gain.

6.11 Ecology

6.12 Chapter 12 of the submitted Environmental Statement (ES) sets out an ecological overview of the land proposed for development including a summary of survey results, impact assessments and mitigation proposals. This document is supported by a Baseline Ecology Report for additional survey work carried out on the site in 2022/23 (BSG Ecology April 2023). These combined reports provide the details of surveys that were undertaken within the wider Killingworth Moor site and the proposed development site between 2015 and 2022/23. These include habitat surveys and surveys or risk assessments for the following species:-

Bats

Breeding Birds

Wintering Birds

Badger

Water Vole

Otter

Great Crested Newt

6.13 Habitats

The development site is dominated by arable crops and grassland fields, with species-poor hedgerows along some field boundaries. Marshy grassland is present alongside the Forest Hall Letch, a watercourse that flows alongside the southern boundary of the site. There are no ponds within the site but there is a pond adjacent to the south-eastern boundary of the site and there is also a dry ditch in the northern part of the site. To the north of the site are further areas of arable and pasture farmland, which are located within the wider Killingworth Moor strategic site. The Forest Hall Letch runs along the southern boundary of the site. A small section of this watercourse will be impacted by the new road infrastructure into the site from the south-east boundary.

All habitats have been assessed as part of the BNG Assessment and Biodiversity Metric evaluation and assigned a value as part of the habitat baseline for the site to ensure that habitat creation and enhancement post development achieves a net gain. The results of this are discussed in a separate section.

6.14 Bat Surveys

Bat activity transect surveys were carried out within the site in 2015 and 2019. The site is dominated by arable and improved pasture farmland which has been evaluated as providing habitat of low suitability for foraging and commuting bats. No potential roost sites are present within the site and no further surveys have been carried out as the site was evaluated as being poor for roosting, foraging and commuting bats.

6.15 Breeding Birds

Breeding bird surveys have been undertaken as part of the wider Killingworth Moor Site in 2015 and within the current development site in 2020 (BSG Ecology).

The surveys completed in 2020 recorded a total of thirty-five species, including eight Birds of Conservation Concern (BoCC) Red List species (house sparrow, yellowhammer, skylark, linnet, lapwing, greenfinch, starling and herring gull) and ten BoCC Amber List species (wren, woodpigeon, wheatear, dunnock, bullfinch, reed bunting, mallard, common gull, meadow pipit and song thrush). A total of fourteen species were considered to be breeding / probably breeding and this included three BoCC Red List species (yellowhammer, skylark and lapwing) and three BoCC Amber List species (wren, dunnock and reed bunting). Twenty one bird species were recorded during the survey visits for which no evidence of breeding was noted.

The results indicate a mixed assemblage of breeding urban and farmland birds with a low density of territories for most species. However, a small number of pairs of declining farmland bird species of conservation concern (UK Priority Species or BoCC Red List) were probably or confirmed breeding on site: these were yellowhammer (one territory), skylark (three territories) and lapwing (one territory).

The results from the 2020 surveys broadly align with those from previous breeding bird surveys in 2015 (BSG Ecology, 2019). In 2015 the following BoCC Red List species were recorded within the site: yellowhammer (three territories), skylark (three territories), house sparrow (two territories) and greenfinch (one

territory). The following BoCC Amber List species were recorded within the site: dunnock (one territory) and wren (four territories).

6.16 Wintering Birds

A number of wintering bird surveys have been undertaken, both in the wider Killingworth Moor Strategic Site (2015/16) and within the current development site in 2019/20 and 2022/23 within the key survey months October-March.

The wintering bird surveys completed during the 2019/20 and 2022/23 winter seasons recorded a total of 36 species. The majority of species were recorded in small numbers, typically individual birds. Large flocks of birds were recorded infrequently, and these were usually associated with the arable and grassland areas. Species present in large flocks were: (peak count in brackets) jackdaw (45), rook (60), starling (15) and woodpigeon (20).

Passerine, thrush and corvid species were mostly associated with field boundary habitats, i.e., hedgerows and trees. Waterfowl and waders were recorded infrequently during the surveys. A single mallard was recorded once along The Letch watercourse and a little egret was recorded on three occasions. Lapwing was recorded once outside but close to the north-eastern boundary of the site. No other target waterfowl and wader species were recorded during the wintering bird surveys. In addition, a small number of UK Priority farmland bird species and BoCC species were recorded but they were not present in significant numbers. These include Grey Partridge, Skylark, Dunnock, Yellowhammer, Linnet, Bullfinch, House sparrow, Tree Sparrow and Reed Bunting.

6.17 Other protected species

Badger and otter surveys were undertaken in 2022 during the extended Phase 1 habitat survey. No evidence of badger presence was found within the site and no suitable habitat for otter was found within the site, however, occasional use of the Forest Hall Letch to the south of the site by otter cannot be ruled out. The likelihood of otter being present, however, is considered to be low as the Letch is culverted upstream and downstream of the site. Water vole survey was not undertaken as this species was considered to be absent from the watercourse that flows alongside but outside the southern boundary of the site.

With regard to great crested newt (GCN), only one pond is located within 250m of the site (adjacent to the boundary) which was subject to a HSI (Habitat Suitability Index) assessment to determine its suitability to support GCN. The HSI assessment resulted in a score of 0.58, which indicates a pond of 'below average' suitability for breeding great crested newt. This pond was constructed in 2002 as part of a sustainable drainage scheme (SUDs) for surface water storage and as the nearest pond to this one is around 880m away, it is considered unlikely that great crested newt would have colonised this pond following its creation due to poor habitat connectivity. The site may support other amphibian species such as common toad and smooth newt, but the ephemeral nature of the pond and the limited terrestrial habitat means that the habitat is only likely to be of limited importance for these species.

The site features limited suitable habitat for reptiles, with most grassland under regular, intensive agricultural management. The suitable semi-natural habitats are limited to small, isolated sections of field margins and the site is isolated from

other suitable reptile habitats by major roads and built development. The marshy grassland alongside The Letch is relatively young, having formed following engineering works in 2017. The presence of reptiles on site is, therefore, considered unlikely.

An assessment of the site for invertebrates concluded that the site was poor for invertebrates due to the limited variety of suitable habitats and conditions that are present. No evidence of any other notable or protected species such as brown hare and European hedgehog has been recorded during the field work undertaken. Habitats suitable for use by brown hare and hedgehog are present but no evidence of either species was recorded.

6.18 Mitigation

As noted in the Biodiversity Net Gain Report and associated Metric spreadsheet, the majority of habitats will be lost as a result of the development (with the exception of native hedgerows), however, the majority of these habitats are arable fields and species-poor improved grassland fields of low ecological value. However, these habitats do provide valuable habitat for low numbers of ground nesting birds (Skylark, Lapwing) and for wintering birds. Mitigation measures for the ecological impacts of the scheme have been provided through an on-site landscaping scheme and an off-site compensation area for farmland birds. These measures are detailed within the Biodiversity Net Gain (BNG) Assessment Report and Metric (BSG Ecology September 2023), Landscape Masterplan (DWG No: 'Landscape Strategy Plan Rev O' and Landscape Strategy BNG DWG No: NT14566) and the 'Brenkley Off-Site Compensation Management Plan' (BSG Ecology Sept 2023). Additional measures such as bird and bat boxes will also be provided for wildlife. These measures will be secured through planning conditions and a S106 legal agreement. In addition, conditions will be attached to the application to ensure that appropriate working methods and pre-commencement checking surveys are undertaken as part of a Construction Environmental Management Plan (CEMP) to ensure there are no impacts on protected/priority species using the site.

There are some concerns that the increase in number of residents associated with this application will impact the adjacent SLCI site adjacent to the western boundary of the site through increased disturbance, particularly as there is a footpath leading from the development into this area. Whilst additional buffer planting has been incorporated along the western boundary, this will not be sufficient to address the impacts of increased footfall into this site. It is therefore, recommended that an appropriate contribution is secured to enable the Local Authority to manage any future impacts associated with increased use and disturbance.

6.18.1 Brenkley Off-Site Compensation Land Plan & Soil Analysis Report

The loss of arable land associated with the scheme will impact farmland birds, specifically key ground nesting species such as skylark and lapwing, which cannot be adequately mitigated on-site. As a result, off-site compensation at the recently restored Brenkley Colliery site in Northumberland has been proposed to address these impacts with proposals to enhance the existing land and build additional capacity for farmland birds at the site. This site is approximately 23ha in size and forms part of a wider compensation strategy approach that has been

developed for the whole of the Killingworth Moor strategic site, as agreed with NTC, for farmland bird mitigation/compensation. This is as set out in the previously submitted Killingworth Moor-Ground Nesting Bird Compensation – Design Principles Document Jan 2022 (prepared by BSG).

A 'Management Plan for Off-Site Compensation Land at Brenkley Surface Mine' (BSG September 2023) and accompanying Soil Analysis Report have been submitted which outline details of habitat creation and enhancement proposals for farmland birds along with details of long-term management and monitoring to ensure the habitats are successful in delivering this compensation. The proposed site is located at Brenkley Colliery in Northumberland approximately 9km from the development site and 3km from the Local Authority boundary and will provide measures to build capacity within the site in the long term for farmland birds. This includes 15m wide species rich field margins, a beetle bank, hedgerow creation and enhancement around field boundaries, skylark plots in the retained arable fields, provision of fallow land each year, creation of a 6ha species rich wildflower meadow, enhancement of an existing species poor grassland field and creation of small damp scrapes for waders. Further detail was requested by the LPA in relation to the conversion of the current 6ha arable field to species rich grassland to ensure this proposal was realistic and achievable. Arable fields are often high in nutrient levels as a result of crop production, particularly phosphate(P) levels, and this can make the conversion of this type of land to species rich grassland difficult or unsuccessful. The applicant has therefore submitted soil analysis details undertaken on the arable fields which assesses nutrient levels within the soils ('Soil Resource Survey Report' Wardell Armstrong Sept 2023 V2) and indicates that available P levels are relatively low (index of 0-1) across the site and are within suitable limits to enable the conversion of the arable field to species rich grassland. The general objectives and farmland bird measures proposed within the Plan are considered acceptable, however, the full detail and methods of habitat creation, management and monitoring are crucial to the outcomes and success of the project and therefore a final version of the Plan will need to be submitted via S106 legal agreement for approval.

6.19 Biodiversity Net Gain

A Biodiversity Net Gain Assessment has been undertaken in accordance with the DEFRA Metric 4.0 (Biodiversity Gain Assessment Report & Biodiversity Metric 4.0 Calculation Tool (BSG/Biodiverse Consulting October 2023 V1-6). This assessment includes baseline habitat assessments for the proposed development site and off-site mitigation land based on habitats that will be lost/retained and enhanced. It also includes post-development assessments for the site based on habitat creation and enhancement. The report indicates the extent of habitat creation within the development site (as detailed on 'Landscape Masterplan DWG No: 'Landscape Strategy Plan Rev O' and Landscape Strategy BNG DWG No: NT14566) which includes 4ha of broadleaf woodland, 4.85ha of other neutral grassland, 1.95ha of mixed native scrub, 1.6ha of SUDs (Sustainable Urban Drainage features including swales), 1ha of amenity grassland and 234 no. standard urban trees. In addition, 0.42ha of other neutral grassland (ONG) will be retained and enhanced on-site and 2.2ha of poor neutral grassland along the letch watercourse will also be enhanced off-site. There is also 2.89km of native hedgerow within the site, of which 0.23km will be lost and 0.49km enhanced and 2.57km of new native hedgerow will be created

on site as part of the scheme. The watercourse to the south of the site (Forest Hall Letch) has also been partly assessed due to impacts associated with the new road infrastructure that crosses the Letch. A small section (0.03km) of the 0.23km section of watercourse which was assessed on site will be impacted as a result of a new culvert. To compensate for this loss, off-site watercourse improvements to 0.2km of the Letch will be undertaken in line with measures set out in the BNG Report (Appendix 5) and associated Letch Plan (DWG: NT16026-Fig. 8.13) to enhance condition of this section from moderate to fairly good. The Metric assessment indicates an overall net gain for habitats of 10.36%, an 81.73% net gain for hedgerows and a 2.62% net gain in watercourse units with all trading rules satisfied. This demonstrates that the scheme will deliver a biodiversity net gain in accordance with Local Plan Policy and the NPPF.

6.20 Designated Coastal Sites

The Northumbria Coast SPA and Northumbria Coast Ramsar sites are within 10 km of the application Site (approx. 7km away). The residential development will consist of 539 dwellings resulting in an increase in residential population that will contribute to recreational impacts at the coast and potentially impact the interest features associated with these sites. In order to mitigate these impacts, the applicant has agreed a financial contribution in accordance with the North Tyneside Council Coastal Mitigation SPD (Supplementary Planning Document), towards a Coastal Mitigation Service and associated interventions to address recreational disturbance.

6.21 Bird Hazard Management Plan

A 'Bird Hazard Management Plan' (BSG Ecology March 2023) has been submitted due to the development sites proximity to Newcastle International Airport (NIA) and its potential to attract large numbers of birds onto the site through development works and landscaping. Birds in flight may present a significant risk of collision to aircraft using NIA. The Report includes the results of a bird risk assessment as well as measures to mitigate collision risk where potential issues have been identified.

The assessment concludes that no large flocks of birds are expected to use the site once developed, as the proposed landscaping scheme does not include any features that are likely to act as a bird attractant. The report states that a limited range of bird species have been identified within the site and in the wider area which occur in relatively small numbers and are composed mostly of species that form small social groups, therefore, impact severity has been assessed as low. In addition, the landscaping scheme does not include any large permanent waterbodies so it is unlikely that the site will attract large flocks of birds. There are also no large waterbodies or landfill sites in close proximity to the site that could be used by large flocks of birds, which might then commute to and from the site. The likelihood of an impact occurring has also been assessed as low. The overall bird strike risk is therefore assessed as low as well.

The landscaping scheme includes small areas of shrub and tree species that are unlikely to act as significant bird attractants. These areas are dispersed around the site and the scale and distribution of the planting has led to the conclusion

that the impact severity is low. The likelihood of an impact occurring as a result of the landscaping scheme has also been assessed as low and overall, the bird strike risk is therefore assessed as low.

Section 4 of the Plan includes habitat management and deterrent measures that will be employed as part of a 'Bird Risk Management Plan' within the site. These measures should be conditioned as part of the application.

6.22 Tree survey

An Arboricultural Tree Constraints Assessment (2019) has been prepared by All About Trees Ltd for the wider area of Killingworth Moor. This report assesses the effect of the development proposals upon trees and hedgerows within and directly adjacent to the development site. A further Arboricultural Impact Assessment has been submitted by Elliott Consultancy Ltd in March 2023 that considers tree data previously produced by All About Trees to provide further arboricultural information and advice in relation to the proposed re-development of the application site and concentrates solely on the potential impacts of the proposals on the present tree stock. The updated AIA includes a preliminary tree protection plan to illustrate how the proposed construction can be undertaken whilst providing adequate protection for retained trees. An Arboricultural Method Statement and detailed tree protection plan will be provided at detailed engineering design, which can be conditioned.

The Arboricultural Tree Constraints Assessment by All About Trees details a range of species, ages and sizes in the study area. Overall, many of the trees have not been managed in some time and require works to bring them into a higher level of arboricultural management. The site has no designations or policy restrictions with respect of trees. There are no Tree Preservation Orders or Hedgerow Orders; the site has no ancient woodland or individual veteran trees; nor is the site within a Conservation Area.

Whilst there are some Category A trees (1 tree and 2 groups) the majority of individual trees are of a lower value and defined as Category C. Of the individual trees 52% of which are considered as low value (category C), 44% moderate value (category B) and 4% high value (Category A) and with 49% of tree groups also low value (47% of moderate value 3% high value). All of the hedgerows present on site are of low value. The site, taken as a whole, is therefore considered to be of low to moderate value and sensitivity albeit with small pockets of high value specimens.

The Arboricultural Impact Assessment submitted by Elliott Consultancy Ltd (2023) required the removal of a number of individual trees; tree groups 56, and sections of groups 54, 57, 59, & 64. Hedgerows 33, & 35, and sections of Hedges 26, 32, 44, 34, 37, and 38 are also to be removed. The trees and hedgerows to be removed are classified as Category C (low quality) comprising of small scrub type growth or outgrown hedge plants. The exception is tree group 59 which is classified as Category B (moderate value group). In terms of mitigation, the tree and hedge removals will have a minimal arboricultural impact and which can be easily offset by the tree and hedge planting elsewhere within the site as proposed (see section 7.0).

In addition, there is also tree removal proposed through tree groups 60 & 61 where new footpath links are being created on the western boundary (subject to alignment of footpath connections being agreed through detailed design). The extent of tree removal at this stage is not provided.

A supporting statement (Chapter 14. Arboriculture ES) states that whilst the baseline conditions including the tree and hedgerow data has not changed since the 'Overarching ES' was undertaken, however as the design details have evolved, additional minor impacts have become evident. Additional trees and hedges highlighted for removal within the proposals are all low quality Category C features that would not ordinarily constrain a design. The trees are all low quality, immature, scrub-type species mostly self-set in small groups, whilst hedge sections are similarly low quality and without significant prominence. Some minor pruning is expected of overhanging branches from Group 59 (a moderate value group) but this can be undertaken without significant detriment to the group in either condition or aesthetic value. The arboricultural impact of all the expected tree and hedgerow works is considered to be a minor adverse effect.

In terms of mitigation, a Tree Protection Plan (TPP) has been produced by All About Trees (2019) which details the position for protective barriers and ground protection to provide an appropriate level of protection for retained trees, groups and hedgerows. The protective barriers will comply and ground protection will comply with BS 5837: 2012 Trees in relation to design, demolition and construction – Recommendations. These tree protection measures will ensure all retained tree and hedge features remain without additional impacts. However Elliott Consultancy Ltd have not produced a Arboricultural Method Statement (AMS) or Tree Protection Plan (TPP) and due to the changes in the design over the years and that the Method Statement submitted by All About Trees is 4 years old, the requirement for a new AMS and TPP will be conditioned.

The proposed landscaping strategy includes considerable tree and hedgerow planting far exceeding the expected tree and hedgerow removals. This planting strategy will result in a significant increase in trees and hedges within the site boundary and will serve to screen and bolster locations where trees and hedges have been lost, shortened or pruned. Several new minor impacts have been highlighted as the design has evolved, but when viewed alongside the retained coverage and the potential for new tree and hedgerow establishment, it is considered that the proposals will overall result in a moderately beneficial impact on trees and hedgerows across the site.

6.23 Landscape and Visual Impact Assessment

The application is supported by a Landscape and Visual Impact Assessment which assesses the impact of the development proposals upon Landscape Character and Visual Amenity. The methodology for the Landscape and Visual Impact Assessment (LVIA) follows the recommendations and guidance of approved professional guidance documents.

The site is located south-west of the B1317 and southwest of the A19 dual carriageway. The landscape of the site is made up of agricultural fields with

fragmented deciduous hedgerows, occasional hedgerow trees and groups of trees intercepted by public rights of way. Holystone Farm is located to the south of the site and there is existing housing to the west. Northwest of the B1317 and southwest of the A19, the site is more enclosed by hedgerows and mature trees around agricultural fields. High Farm is located within the northern area of the site.

It is expected that during construction, the development will be phased and changes to the landscape character will be expected. The highest visual effects, considered to be significant, will be experienced from bridleways within and on the edge of the site. These effects will be of a temporary nature.

Once the development is completed, landscape effects on the site would be adverse and permanent. The landscape mitigation (submitted in the form of a detailed landscape plan) will be in place at completion of the development and would mature over time. Following the initial establishment period, it is anticipated that effects of the development would reduce with the beneficial aspects of the landscape mitigation.

The development would be implemented in three phases and for each phase proposed landscape works include structural planting, creation of allotments, green links, habitat planting associated with surface water management, open spaces, gardens and amenity areas.

The detail of the landscape scheme has been discussed in detail with the developer to ensure a comprehensive green infrastructure scheme is produced that provides a long-term positive contribution to the landscape character of the site, visual amenity and biodiversity.

6.24 Landscape Strategy (DWG: NT14566 Rev O)

As a result of ongoing dialogue with the developer, amendments to the landscape scheme have been made to provide a high level of green infrastructure and visual amenity and the creation of a valuable range of habitats that help mitigate ecological impacts and the delivery of biodiversity net gain (BNG).

An illustrative Landscape Masterplan (DWG No: 'Landscape Strategy Plan Rev O') has been submitted for the scheme that includes a large landscape buffer to the south of the development site incorporating SUDs features (swales and attenuation basins), woodland, scrub, hedgerow and wildflower grassland habitats. The landscape buffer to the south forms part of the strategic wildlife corridor and provides new habitats to ensure the strategic wildlife corridor is enhanced and biodiversity net gain is delivered that meets the Killingworth Moor Masterplan objectives.

The very southern part of this planting corridor which comprises broadleaf woodland, native scrub and species rich grassland, is separated from the built development by a large landscaped 'transitional' zone that consists of species rich grassland, urban tree planting, SUDs, footpaths and public open space and offers more public access. This 'transitional' zone is separated from the southern woodland area by a native hedgerow with trees (and fencing until established) to

ensure that access into this area is more restricted and disturbance to the new habitat area is minimised. This will also ensure habitats do not become degraded.

The landscaping scheme submitted is generally acceptable. The selected plant species are native and include standard trees, native hedgerows, woodland planting, native scrub, wildflower grasslands, SUDs planting and amenity grass. The planting has been selected to provide a range of landscape character types and is not out of character with the scale and form of a new housing development. The existing vegetation is predominately along the western boundary in the form of mature trees and shrub planting which is to be retained and enhanced and the majority of existing hedgerows within the site are also being retained. Additional planting is proposed to improve the setting of the development site and to strengthen the planting which already exists in order to restrict and filter views of the site from surrounding areas. The planting will positively reduce any impact the development will have on the local area and ensure long-term integrity and setting of the proposed development.

Public amenity open space has been included within the built form of the development but they are small in nature and in area. The 'transition area' to the south and between the development and the habitat creation area is seen as accessible public open space for informal and formal recreational uses.

Overall, it is positive to see a landscape led approach to identifying character areas. In general, the landscape proposals are of high quality and achieve the objective of integrating the new development by enhanced buffer planting to the boundaries, increasing biodiversity and providing safe public access where required. The proposals will see extensive new tree planting throughout, which will enhance the estate for the benefit of existing and new residents.

Many discussions have taken place around improving and enhancing certain areas of the landscape plan, namely:

- Enhancements to the wildlife corridor to the northern boundary of the site
- Enhancements to the eastern boundary of the site
- Enhancement to the watercourse
- Additional planting to gateways
- Defining the landscape character of amenity areas and enhancement of biodiversity areas
- Open Space provision

6.25 Northern Boundary

The Northern boundary of the site is located within a wildlife corridor as shown on the Local Plan Policies Map 2017. As part of the masterplan for Killingworth Moor, there is a requirement to retain existing areas of planting and also provide a substantial planted buffer to this northern boundary. How this northern boundary is planted and delivered is key to providing sustainable green infrastructure, not only to this application site but the wider Killingworth Moor masterplan. The 'Habitat and Amenity Plan' Rev I shows the northern boundary designed for both amenity and biodiversity but the Local Plan identifies this area as a wildlife corridor for biodiversity enhancement that links to the wildlife corridor

running north-south through the central part of the wider Killingworth Moor site. Unfortunately, the wildlife corridor proposed to the northern boundary within this application is significantly reduced in width when compared to the approved masterplan and the approved Stephenson Park (REME) application. It is questionable whether the corridor is sufficiently wide enough to provide adequate habitat connectivity with the wider area which is essential to the functioning of the wildlife corridor. The narrow areas either side of the footpath, provide limited space for meaningful habitat creation and the proximity of housing and lighting of the footpath will inevitably increase light pollution in these areas. However, following many discussions with the developer, improvements have been made to ensure that biodiversity planting is maximised along this route as far as possible whilst meeting the objective of integrating open and accessible green space within the new development.

In addition, it is intended that enhancement of this key wildlife corridor will be delivered, in part, through this planning application with the remainder forming part of the future Phase 2 application to the north (to be submitted by Banks Property Ltd). The delivery of a wider area of landscape planting/habitat creation as part of the future Phase 2 development, immediately adjacent to the northern boundary of the current scheme, will ensure that a suitably wide and landscaped wildlife corridor will be created, as envisaged in the Killingworth Moor Masterplan for the effective movement and dispersal of wildlife. A drawing to this effect (Drawing 'Wildlife Corridor' HJB 818 / 108d) has been submitted showing these changes and how the relevant width will be maintained to protect and enhance this section of the wildlife corridor.

In addition, some alterations have been made to features such as visitor parking spaces and locations of sub-stations/turning heads which has reduced some of the impacts on green infrastructure along sections of this corridor which is welcomed.

6.26 Eastern Boundary

The extent of the landscape planting along the spine road has increased with the addition of new woodland planting and standard trees. The remaining part of the spine road comes in through in later phases. This also assists in boosting BNG across the site, the additional area to the east of the spine road is now included and incorporated in the landscape drawings. This additional planting strengthens key boundaries to the development site and is important in improving green infrastructure across the whole site.

6.27 Additional Planting to Gateways

Gateways into the site, aimed at creating a landmark and/or entry point, have been improved by introducing standard trees in a structured framework of hedgerow planting and wildflower seeding. These will function as part of the overall green infrastructure and provide a green buffer to the new housing that will contribute to a more pleasant entrance routes to the development.

6.28 Defining the landscape character of amenity areas

An illustrative Landscape Masterplan (DWG No: 'Landscape Strategy Plan Rev O') has been submitted for the scheme that includes planting to the development site and associated boundaries, a 'transitional zone' directly to the south of the

built development that includes Suds, footpaths, lighting, tree and shrub planting, wildflower meadows and amenity open space and provides accessible natural green space in order to reduce recreational pressure on the new sensitive biodiversity area to the south.

This 'transitional' zone is separated from the new biodiversity area to the south by a native hedgerow, trees and temporary post and rail fence to ensure that access into the biodiversity area is restricted whilst the landscaping is fully established. Through improved access management, disturbance to the new habitats is minimised. This fence is now shown on the Overall Site Plan (reference: 18-006-P01 Rev D).

The 'transitional area' and the new biodiversity area to the south will create new habitats which are key components of the green infrastructure network. Combined, they will provide a valuable mosaic of habitats within the wildlife corridor that enhance wildlife connectivity in this part of the site.

6.29 Open Space provision

The provision of amenity open space within the housing development itself is limited and are seen as isolated unconnected amenity spaces. Good, connected amenity spaces benefit the wider community, deliver opportunities for outdoor recreation, provide an enhanced setting for the development and develop a sense of place and local distinctiveness. Insufficient open space within the development puts pressure on those areas set aside for habitat creation both within and outside the application site. The Council attaches great importance to the provision of good quality green space in connection with new housing developments and in this case the application has provided larger areas of amenity spaces to the south of the development with good public access, planting and lighting. This area to the south should reduce pressure on the newly created habitats where public access needs to be restricted to minimise damage and disturbance.

6.30 Landscape Management Plan

A Landscape Management Plan (LMP) has been submitted that sets out the strategy for the management of the new and proposed landscape, to be followed in conjunction with a maintenance specification and tables of required tasks. This is to ensure a strong landscape framework is developed and habitats are created and enhanced to increase species diversity through plant selection and appropriate management. Following various discussions and planting changes, the submission of a LEMMP (Landscape & Ecology Management and Monitoring Plan) will be required, and a suitably worded condition applied, to ensure the requirements of Biodiversity net gain can be achieved over the required 30 year period.

6.31 Lighting

A detailed lighting impact assessment/strategy (including light spill plans) will need to be submitted via condition to ensure lighting features and associated light spill do not impact semi-natural habitats particularly around the boundaries, wildlife corridors and designated sites such as the SLCI (Site of Local Conservation Interest) on the western boundary. A Lighting Strategy was requested at preapp stage and subsequently at full application stage to assess

potential impacts, but details have not been submitted. A condition will, therefore, need to be attached to the application to ensure that any lighting and associated light spill to sensitive features will not exceed light levels of 2 lux.

6.32 Drainage plan/ Flood Risk Assessment

An updated Flood Risk Assessment (FRA) and drainage plans have been submitted setting out the updated drainage strategy (Queensberry Sept 2023). The FRA indicates that the preferred drainage solution will incorporate a number of basins attenuating surface water flows before discharging into the Forest Hall Letch as shown on the detailed drainage plans within Appendix 6 of the document. The main change to the previous version is that the outfall has changed to the existing pipe / headwall from the adjacent Stephenson Park development. Surface water run-off from the development will be collected using below ground drainage and this drainage network will then pass flow to three detention basins. One basin will serve the western catchment, the other two the eastern catchment. Swales will then convey surface water from the basins to the development outfall point which is the existing 375mm diameter pipe installed as part of the Stephenson Park development. This pipe discharges to Forest Hall Letch via a headwall installed at the same time as the outfall sewer. Details of updated drainage are shown on Engineering layout DWG: QD 1509-00-00 Rev I. This surface water drainage solution will not impact the Forest Hall Letch, however, if drainage plans change, any potential impacts to the watercourse would need to be assessed which may require updated survey information and an updated BNG (Biodiversity Net Gain) Assessment.

The attenuation basins indicated on the drainage and landscape plans, indicate small areas of permanent open water to enhance these features for biodiversity. Further details (dimensions, cross-sections, planting details etc) for these features and associated swales will need to be conditioned for approval by the LPA and ensure that any ditches, swales or attenuation ponds will be designed to provide ecological benefits and in accordance with CIRIA guidance.

6.33 Conclusion

The scheme as submitted is considered acceptable from a landscape and ecology perspective, providing adequate green infrastructure, habitat and protected species mitigation and a net gain for biodiversity. The scheme is in accordance with Local Plan Policy and the NPPF and is therefore supported. It is recommended that the following conditions are attached to the application:-

CONDITIONS

Protection of trees

No trees, shrubs or hedges within the site which are shown as being retained on the submitted plans shall be felled, uprooted, wilfully damaged or destroyed, cut back in any way or removed during the development phase other than in accordance with the approved plans or without the prior written consent of the Local Planning Authority. Any trees, shrubs or hedges removed without such consent, or which die or become severely damaged or seriously diseased within three years from the completion of the development hereby permitted shall be replaced with trees, shrubs or hedge plants of similar size and species until the Local Planning Authority gives written consent to any variation.

Arboricultural Method Statement and Tree Protection Plan

Prior to any ground being broken on site and in connection with the development hereby approved (including demolition works, tree works, soil moving, hardstandings, temporary access construction and / or widening or any operations involving the use of motorised vehicles or construction machinery, site security fencing, services), a detailed Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS5837:2012 'Trees in relation to design, demolition and construction – Recommendations' is to be submitted to and approved in writing by the Local Planning Authority. No development or other operations shall take place except in complete accordance with the approved Tree Protection Plan and Arboricultural Method Statement. The AMS and TPP is to form part of the contractors method statement regarding the proposed construction works.

Service installations

Any new service installations or service diversions which will impact on the retained trees is to be carried out in accordance with the Arboricultural Method Statement and NJUG Volume 4. with works being undertaken by hand or suitable method such as an air spade to ensure works will not damage to the root systems of the retained trees. Confirmation of the proposed working method is to be submitted for approval.

Tree Protection Plan

Prior to commencement of works starting on site, the trees within or adjacent to and overhang the site that are to be retained are to be protected by fencing and in the locations shown on drawing Tree Protection Plan unless otherwise agreed in writing by the Local Planning Authority. No operational work, site clearance works or the development itself shall commence until the fencing is installed. The protective fence shall remain in place until the works are complete or unless otherwise agreed in writing with the Local Planning Authority. The protective fence is NOT to be repositioned without the approval of the Local Authority. Photographic evidence of the fence in place is to be submitted.

CMS

A Construction Method Statement will be submitted to the Local Planning Authority for approval prior to development commencing. The contractors construction method statement relating to traffic management/site compounds/contractor access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires must be submitted in writing and approved by the Local Planning Authority and include tree protection measures for the trees to be retained. Cabins, storage of plant and materials, parking are not to be located within the RPA of the retained trees as defined by the Tree Protection Plan and maintained for the duration of the works.

CEMP

All works will be undertaken in accordance with an approved Construction and Environmental Management Plan (CEMP) that includes; Method Statements for

protected species (breeding birds, bats, hedgehog, otter, badger and amphibians); appropriate working methods and details of works that will be overseen by an Ecological Clerk of Works (ECoW). Details shall be submitted for approval by the LPA prior to works commencing on site.

Lighting

Within each approved phase, prior to the installation of any floodlighting or other form of external lighting, a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. Lighting must be designed to minimise light spill to adjacent designated sites and boundary features such as woodland, scrub, grassland and hedgerow habitats and should be less than 2 lux in these areas. The lighting scheme shall include the following information:

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

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

Mammals

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

Birds

No vegetation removal or works to features (buildings) that could support nesting birds will take place during the bird nesting season (March-August inclusive) unless a survey by a suitably qualified ecologist has confirmed the absence of nesting birds immediately prior to works commencing on site.

Bird Hazard Management

All measures outlined within Section 4 of the 'Bird Hazard Management Plan' (BSG March 2023) will be undertaken during the construction and operation phases of the development in accordance with the Plan.

Badger

Within each approved phase and prior to any works commencing on site, an updated checking survey for badger shall be undertaken and, if required, a Method Statement shall be submitted to and approved in writing by the Local

Planning Authority. Thereafter, the proposed development shall be carried out in full accordance with the agreed Method Statement.

Bird Boxes

54no. bird boxes/features that include a range of features for various species, will be integrated into new buildings and suitable habitat locations within the development site. Details of bird box/features specifications and locations must be submitted to and approved in writing by the Local Planning Authority within 4 weeks of development commencing on site and will be installed in accordance with the approved plans on completion of works and permanently retained.

Bat Boxes

30no. bat boxes/features will be integrated into new buildings and suitable habitat locations within the development site. Details of bat box/features specifications and locations must be submitted to and approved in writing by the Local Planning Authority within 4 weeks of development commencing on site and will be installed in accordance with the approved plans on completion of works and permanently retained.

Hedgehog

Hedgehog gaps (13cmx13cm) will be provided within any new or permanent fencing within the scheme. Locations of hedgehog gaps shall be detailed on fencing plans and submitted to the LPA for approval prior to installation.

SUDS

Within 4 weeks of any of the development hereby approved commencing on site detailed drainage plans, including details of ditches, swales and attenuation ponds shall be submitted to and approved in writing by the Local Planning Authority. Details shall include profiles, cross sections and planting of SuDs features. Any ditches, swales or attenuation ponds shall be designed to provide ecological benefits and in accordance with CIRIA guidance, including appropriate native planting agreed by the Local Planning Authority. Thereafter, the wetlands/SUDs shall be carried out in accordance with these agreed details.

Pollution Control

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

Landscape scheme

Within one month from the start on site of any operations such as site excavation works, site clearance (including site strip) for the development, a fully detailed landscape plan for the application site shall be submitted to and approved in writing by the Local Planning Authority. The landscape scheme shall be in accordance with the habitat creation and enhancement details set out within the

Biodiversity Net Gain Report and Metric 4.0 (BSG Ecology/Biodiverse Consulting October 2023) and shall include details of the following:

Details and extent of all new habitat creation and landscape planting

Details of enhancement of existing habitats

Details of SuDs features and their planting details

Proposed timing of all new tree, shrub and wildflower grassland planting and ground preparation noting the species and sizes for all new plant species

New standard tree planting to be a minimum 12-14cm girth

The landscaping scheme shall be implemented in accordance with the approved details within the first available planting season following the approval of details.

All hard and soft landscape works shall be carried out in accordance with the approved details and to a standard in accordance with the relevant

recommendations of British Standard 8545:2014. Any trees or plants that, are removed, die or become seriously damaged or defective, shall be replaced with others of species, size and number as originally approved, by the end of the first available planting season thereafter.

LEMMP

Within 4 weeks of any of the development hereby approved commencing on site, a '*Landscape and Ecological Management and Monitoring Plan*' (LEMMP) for all on and off-site landscaping/habitat creation shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be in accordance with the details set out within the Biodiversity Net Gain Report and Metric 4.0 V1-6 (BSG/Biodiverse Consulting October 2023) and associated approved Landscape Plans and shall be implemented on site before the first occupation of any of the dwellings and thereafter for a minimum period of 30 years. The plan shall include details of site preparation, long-term design objectives, management and monitoring objectives, management responsibilities, timescales and maintenance schedules for all newly created and enhanced habitats within and outside of the site. The plan will include details of the following:-

Details on the creation, enhancement and management of all habitats identified within the BNG Report/Metric 4.0 (BSG Ecology October 2023) and approved Landscape Plans/Strategies and how habitat condition criteria within the Metric will be met through management.

Details of watercourse improvements proposed to the Forest Hall Letch as identified in the BNG Report/Metric 4.0 (October 2023) and on the Letch Plan (DWG: NT16026-Fig. 8.13)

Survey and monitoring details for all for all target habitats identified within the Net Gain Assessment Report (BSG Ecology October 2023). Monitoring Reports will be submitted to the LPA for review in years 1, 3, 5 and 10 and 5 yearly thereafter, and will include a Net Gain Assessment update as part of the report to ensure the habitats are reaching the specified target condition. Any changes to habitat management as part of this review will require approval in writing from the LPA. The Plan will be reviewed every 5 years in partnership with the LPA.

Details of any corrective action that will be undertaken if habitat delivery fails to achieve the requirements set out in the approved Biodiversity Net Gain Report/Biodiversity Metric.

Additional comments:

The AIA from September now shows the loss of part of group 58 and hedge 40. The most up to date design now requires the removal of part of group 58 but as a result of the design, group 57 is now retained. There is no real overall loss. Group 58 is Category C and consists of hawthorn and elder scrub, so not high value.

Hedge 40 is a hedgerow containing hawthorn and elder and is located alongside Great Lime Road (category C). It regularly gets regularly maintained due to its location next to the footpath and contains only 2no. species. It appears that this is to be removed for the new highway improvements. Hedgerow 40 is approximately 40 linear m, based on what is shown to be removed, but there appears to be more planting in this area. As a landscape scheme will be conditioned we can ask for a hedgerow to be included along the road edge.

7.0 Design Officer

7.1 Following comments dated 9th June 2023, which raised concerns, revised plans and further information has been submitted. Updated comments are set out below on the previously identified issues.

7.2 The design of the western edge of the site has been improved with some units removed and the orientation of units changed to have a positive development edge. The rear elevations of units 33 and 34 will be highly visible along the western edge and require a high-quality design. Any detailing on the front of the units, such as decorative brickwork and material variation, should be repeated on the rear elevations. Bespoke rear elevations are required for these two plots, and this should be conditioned.

7.3 The layout includes a mix of house types and bungalows. Two different architectural house styles are proposed; a traditional range (named 'Town Brick') and a contemporary range (named 'Town Contemporary'). A plan has been submitted to show the location of where the different styles will be used on the layout. The contemporary units are located to the southeast of the site. Traditionally designed units are proposed on the remainder of the site, including the areas that surround and connect to Stephenson Park. The different house type ranges could have been designed to sit together more sensitively as a whole, however within each area the house types will have a clear sense of identity and character. A consistent use of materials will help to provide consistency between the different house type ranges, and this should be conditioned.

7.4 The site wraps around Stephenson Park and the integration of this development is an important design principle. The proposed scheme has a connected layout of roads and a continuation of streets which link into Stephenson Park. The proposed house types have a traditional architectural design which is different to Stephenson Park. A consistent building form, roof design and materials will provide some consistency between the existing and new houses. Some level changes are noted between the existing and proposed units.

7.5 Two areas of amenity green space are proposed; a small area in the centre of the site and a larger area to the south of the site. The design of the small central area of amenity green space is well designed. The larger area of amenity green space is well located for easy access and use, however a SUDS basin and tree planting impinges on the amount of useable space for play and recreation. The applicant has provided further information that states that the SUDS basin would be seeded with the same amenity grass and is shallow, with a gentle gradient and is designed to be dry the majority of the time and will contribute to the wider area of useable amenity space. The maintenance of the SUDS basin as part of the amenity space should be conditioned.

7.6 Areas of open space are proposed to be delivered in tandem with the phases of housing surrounding them. As the open space is surrounded by development in different phases, a detailed delivery plan of open space should be conditioned.

7.7 Plots 530 – 534 present their rear elevation to a pedestrian and cycle route. In this area, the adopted masterplan showed that units would front onto the pedestrian route to promote natural surveillance and safety. There is landscape mitigation to soften the appearance of the rear elevations, however due to the visibility of these units along the B1317, bespoke rear elevations should be conditioned.

7.8 Along some parts of the northern pedestrian and cycle route, the area of buffer planting is not in accordance with the masterplan. The applicant has set out that phase 2 to the north will provide a sufficiently wide corridor to compensate for this.

7.9 The adopted masterplan specifies front gardens in residential streets should feature ornamental planting, hedges, and trees. The landscape plan shows there are street trees, however no other planting is shown to individual plots. This has been incorporated on other applications for the wider Killingworth Moor site. This should be conditioned.

7.10 The Design Quality SPD sets out that “surface materials should be broken up at key junctions and feature points with other suitable materials”. Visitor car parking is proposed to be surfaced in block paving, to improve the street scene. However, adopted roads, footpaths, shared drives and private drives are all proposed to be black tarmac. This will not contribute towards an attractive street scene. An improved surface treatment plan should be conditioned.

7.11 Boundary treatments are well designed. Where rear garden boundaries are visible within the public realm, enhanced boundary treatments are proposed. Along the link road, estate railings are proposed which are consistent with the wider site design.

7.12 Layout and connectivity have been well considered. Temporary and permanent bus stops are shown along the link road which are in convenient locations for residents to access. Pedestrian and cycle routes ensure the development would be easy to move around.

7.13 Overall, the design and layout are well considered, and the application is generally in accordance with the Killingworth Moor Masterplan. Where the layout does vary from the adopted masterplan, it does not affect the overall aspirations for the site. There are some detailed design issues which have not been acceptably addressed, however these can be conditioned. Subject to the suggested conditions, which are intended to address specific issues to enhance the quality of the development, the design and layout of the application is acceptable.

Suggested Conditions:

- MAT03 Materials Building Schedule
- MAT04 Materials Surfaces Schedule
- LAN003 Landscape Scheme
- LAN005 Landscape Scheme Implementation Period
- DES01 External Features
- ENC01 Means of Enclosure Details
- Landscape Scheme for individual plots
- Detailed phasing plan for open space
- Bespoke elevations to be submitted for rear elevations of units 33, 34, 530, 531, 532, 533 and 534 due to their visibility
- Central SUDS basin to be maintained as amenity grass

8.0 Ward councillor comments

8.1 Councillor Gary Bell

8.2 I want to raise my deep concerns about the increased levels of traffic which will arise from the Killingworth Moor development. My concerns are primarily around the development of the southern parts of the site. Much of the traffic is likely to be coming and going from the Great Lime Road entrance. Or from the top end which may lead to many cars coming down Killingworth Road. The traffic is already bad on Great Lime Road, and I don't believe there is the capacity for the increased levels of traffic. The new roundabout at the top end of the Moor next to the A19 is designed to help traffic flows, but I see no plans to do anything on Killingworth Road or Great Lime Road.

8.3 Reference is made to a separate objection regarding an accident on Killingworth Road. I know this junction and it is really hard to cross safely now. We could be looking at an additional 1000+ cars travelling along Great Lime Road and Killingworth Road. The increased traffic at peak times could be horrendous with cars queuing on Killingworth Road at the lights. There are no pedestrian crossings on either Killingworth Road or Forest Hall Road and pedestrians have to judge and guess when it's safe to cross. Have the Highways Team done their assessment yet? Can this accident on Killingworth Road be taken into consideration?

8.4 Councillor Erin Parker Leonard

I want to raise my deep concerns about the increased levels of traffic which will arise from the Killingworth Moor development. My concerns are primarily around the development of the southern parts of the site. Much of the traffic is likely to be coming and going from the Great Lime Road entrance. Or from the top end which may lead to many cars coming down Killingworth Road. The traffic is already bad on Great Lime Road, and I don't believe there is the capacity for the increased

levels of traffic. The new roundabout at the top end of the Moor next to the A19 is designed to help traffic flows, but I see no plans to do anything on Killingworth Road or Great Lime Road.

8.5 Reference is made to a separate objection regarding an accident on Killingworth Road. I know this junction and it is really hard to cross safely now. We could be looking at an additional 1000+ cars travelling along Great Lime Road and Killingworth Road. The increased traffic at peak times could be horrendous with cars queuing on Killingworth Road at the lights. There are no pedestrian crossings on either Killingworth Road or Forest Hall Road and pedestrians have to judge and guess when it's safe to cross. Have the Highways Team done their assessment yet? Can this accident on Killingworth Road be taken into consideration?

8.6 While I have read the information from officers regarding mitigations and understand the need for suitable housing, I do still have concerns regarding traffic and the implications on our community. There are already so many issues with the traffic.

8.7 What I had mentioned in the meetings was the concerns around communication and making sure that residents were kept up to speed with developments and how they might affect them. I had asked that we request the developers to set up an email subscription to do so.

8.8 I am also concerned about the speed of the development and the timing of additional infrastructure. We already have many issues with accessing health care such as doctors and dentists.

8.9 Further representation from Cllr Erin Parker Leonard

8.10 While I have read the information from officers regarding mitigations and understand the need for suitable housing, I do still have concerns regarding traffic and the implications on our community.

8.11 I am concerned about excessive traffic flowing through Moorfield drive, Highfield Place and Village Close.

8.12 I am concerned about Great Lime Road and that the traffic issues we already face will be made worse.

8.13 I am concerned about B1317 and the suitability of the footpaths to manage demand and to ensure safety during the development.

8.14 Regarding communication and making sure that residents were kept up to speed with developments and how they might affect them I had previously asked that we request the developers to set up an email subscription. This would be to communicate each stage to residents who wish to know more about what is happening and when, and to communicate any delays and have an easy way of reporting issues.

8.15 I am also concerned about the speed of the development and the timing of additional infrastructure. We already have many issues with accessing health

care such as doctors and dentists and issues over school places and travelling to schools via public transport.

8.16 Councillor Val Jamieson

8.17 I want to raise my deep concerns about the increased levels of traffic which will arise from the Killingworth Moor development. My concerns are primarily around the development of the southern parts of the site. Much of the traffic is likely to be coming and going from the Great Lime Road entrance. Or from the top end which may lead to many cars coming down Killingworth Road. The traffic is already bad on Great Lime Road, and I don't believe there is the capacity for the increased levels of traffic. The new roundabout at the top end of the Moor next to the A19 is designed to help traffic flows, but I see no plans to do anything on Killingworth Road or Great Lime Road.

8.18 Reference is made to a separate objection regarding an accident on Killingworth Road. I know this junction and it is really hard to cross safely now. We could be looking at an additional 1000+ cars travelling along Great Lime Road and Killingworth Road. The increased traffic at peak times could be horrendous with cars queuing on Killingworth Road at the lights. There are no pedestrian crossings on either Killingworth Road or Forest Hall Road and pedestrians have to judge and guess when it's safe to cross. Have the Highways Team done their assessment yet? Can this accident on Killingworth Road be taken into consideration?

Further representation from Cllr Val Jamieson

8.19 I am still unconvinced that proper consideration has been given to the increase of traffic expected on Great Lime Road due to this development. As I have mentioned previously, the traffic on Great Lime Road is already heavy at peak times. The traffic lights at Glebe Road are a particular black spot. At peak times, it can easily take 3 traffic light changes to get through when travelling west on Great Lime Road. There will potentially be another 500+ cars on the road during those times once the development is completed. And that's before the rest of the Killingworth Moor development is completed. I do not consider the road infrastructure suitable for the increased traffic that will be generated and I have seen no plans to adequately mitigate it. There is also no supporting infrastructure for residents regarding GP surgeries or dental surgeries. There is already severe strain on these services.

8.20 As you know I am also concerned about the junction at B1505 Great Lime Road, B1317 Killingworth Road and Forest Hall Road. We have already seen one accident involving a child at that junction. The roads with no pedestrian crossing are difficult to cross, particularly when there are parked cars as it is very hard to assess where cars are coming from. I have read the document https://idoxpublicaccess.northtyneside.gov.uk/online-applications/files/5DB85796809D80779E7D9B480DDF8340/pdf/20_01435_FUL-ES-NTC_HIGHWAYS-926530.pdf

8.23 This indicates that £196k has been set aside to improve that junction. Are there detailed plans for these changes? At present I fail to see how it could improve safety for pedestrians as it doesn't seem to include any pedestrian crossing on Killingworth Road.

9.0 Representations

10.0 Killingworth Village Residents Association

10.1 Additional comments from Killingworth Village Residents' Association

(October 2023)

- Why are individual room sizes not shown on the uploaded house plans? These all need to be confirmed to ensure they conform with NDSS.
- Why does a key environmental impact report rely on 6 year old data? A thorough new one must be carried out before any work can be considered.
- The Masterplan states that "Moorfield Drive will not be accessible for through-traffic from Phase 2 onwards." (p.33). Is this still the case? If so, what constitutes Phase 2 and what is its anticipated start date?
- What specific measures will be taken to reduce traffic on Clousden Hill and West Lane?
- The Transport chapter contains factual errors regarding width of footway and speed limits. Have these inaccuracies informed the decision making process? How can we be sure other errors do not exist?
- How will vehicles access the site during the construction phase and what routes will be permissible? How will local people be involved in these decisions and how will they be monitored?

10.2 One further representation from Killingworth Village Residents' Association

I was amazed to find, when double-checking my references to reply to your enquiry, that a further 31 documents were uploaded today, 12 October 2023. I would like this to be drawn to the attention of the planning committee. I have not had a chance to look at them all yet but hope to before Tuesday's meeting. I assume all the relevant officers have had a chance to see them?

The document to which I referred is the Arboricultural Impact Assessment. It was originally uploaded in May 2023 (dated March 2023) and is also one of the 31 uploaded today! It uses the same data (from August 2017) but now states that even more tree groups and hedgerows will be impacted: see para 3.2 which now includes tree group 58 and hedgerow 40 which were not listed in the March 2023 version! The front page of the latest version is dated September 2023. However, from page 18 onwards, the content is from August 2017. This is also clear from the main index which states that Appendix 3 of the report is a tree survey from August 2017.

Extract from part of report dated September 2023 below:

"1.2 A pre-development survey of trees on the site was undertaken by All About Trees in August 2017 and a pre-development tree report was produced for the wider area. This Arboricultural Impact Assessment has been prepared to further inform the development process. This report has been undertaken by Andrew Elliott of Elliott Consultancy Ltd.

1.3 Scope of the report: This report considers tree data previously produced by All About Trees to provide further arboricultural information and advice in relation to the proposed re-development of the site. **It does not reassess the condition, retention values, or information previously supplied, but concentrates solely on the potential impacts of the proposals on the present tree stock.**"
[my emphasis]

In other words, although the latest layout may have been considered, the state of the trees and hedgerows is now over 6 years out of date.

10.3 Killingworth Village Residents Association response June 2023:

10.4 Thank you for the opportunity to respond once again to 20/01435/FULES following another tranche of documents having been uploaded to the site. In our objection to this development, back in 2020, we asked that "when this application

is considered, the earlier, as yet unapproved, application on the northern part of Killingworth Moor (19/01095/FULES) be borne in mind”.

10.5 Now that planning applications have been received which cover the entirety of the Killingworth Moor Masterplan (published December 2017), we ask that the applications be considered in totality as a single entity as each impacts on the other. It would be an excellent example of ‘joined up’ thinking and help to ensure that the global aims such as 25% affordable housing and the impact on the environment be fully appreciated. This could easily be overlooked in a more piecemeal approach. Indeed, it provides an ideal opportunity to stop and reflect as to the necessity of the Killingworth Moor Masterplan considering the extensive developments in the area.

With this in mind, we draw your attention to the extract below, taken from our response (March 2023) to the re-consultation on 19/01095/FULES.

“Since ... there has been a new development of over 40 properties, by Bernicia, on the junction between the B1317 and the B1322 (Backworth Lane) and a large housing estate built on the other side of the A19. These have not been mentioned even though they impact on roads, local facilities and infrastructure. There have also been other significant housing developments to the west of Killingworth, opposite Dobbies Garden Centre.

Killingworth Moor is yet another greenfield site which would be lost if this plan went ahead. The research, guidance and legislation that informed the Killingworth Moor Masterplan is now at least six years out of date. Current thinking has evolved both with respect to housing requirements and awareness of the need to preserve open spaces for well-being and nature; these aspects are reflected in the many recent objections.

*With this in mind, we urge North Tyneside Council to re-consider the Killingworth Moor Masterplan. Does it still address a real need with a minimal impact on the environment and current residents? Are there alternative approaches? As the submitted documents note “Currently the site has inadequate accessibility as it is a **large greenfield site...**” [my emphasis]. (Section 10.7 of the Revised Phase 1 Transport Assessment).”*

10.6 Please re-consider the Killingworth Moor Masterplan.

10.7 With respect to application, 20/01435/FULES, unfortunately, many of our concerns and objections, detailed in our letter of 17 November 2020, have not been addressed by these latest documents. In particular:

10.8 Social responsibility of developers with respect to affordable housing.

10.9 There is now no clarity as to which properties have been designated as affordable. Indeed, there is further obscurity as the individual room sizes are not shown on floor plans. This means that upstairs rooms described as bedrooms could be too small for such a designation (as is the case in application 19/01095/FULES, also part of the proposed Killingworth Moor Development). This can lead to a 3-bedroomed property being priced as affordable when it is actually a 2-bed with study which would attract a lower price anyway. The original plans linked with 20/01435/FULES indicated that there would be only

10% affordable housing. Later the Executive Summary of the Residential Viability Report (uploaded October 2020) tried to justify a maximum of “slightly below 5%” affordable housing in order to “support the S106 financial contributions”.

10.10 The Planning Statement Addendum Section 2.10 glosses over this stating that “Discussions with the Council have also focussed on viability considerations and these have been relayed to Councillors at the appropriate points in time”. There is no hint as to the nature of, or response to, these viability considerations. Clarification is required as to how the developers will fulfil their original commitment to 25% of properties being affordable and on-site.

10.11 Environmental Impact

10.12 The Arboricultural Impact Assessment (AIA), dated March 2023, is not as up to date as it may seem. Appendix 3, tree survey, is dated August 2017. Section 1.3 of the latest report states it “does not reassess the condition, retention values, or information previously supplied.” It then proceeds to give views on the impact of the development on numerous hedgerows and trees using 6-year-old data. The Planning Statement Addendum boasts that an “updated AIA is provided”. We beg to differ.

The Arboriculture chapter 14 states that the “... the trees and hedges highlighted for removal within the proposals are *all low quality Category C ...*” [14.4]. While the Ecology section, chapter 12, states “It is estimated that *c120m of hedgerow* may need to be removed to accommodate the development” [12.135]. However, there does not appear to be an independent report to substantiate this. The report by ‘All About Trees’ covers the area to the North of the B1317 and not the area pertinent to this application.

10.13 We note that an Ecological Management Plan needs to be agreed prior to any construction and ask that a complete survey of trees and hedgerows is published prior to further consideration.

10.14 Inconsistency between Killingworth Moor Masterplan and application

10.15 One of the Key Design Principles for this Character Area is that “Moorfield Drive will not be accessible for through-traffic from Phase 2 onwards”. Ideally, there would be no access through Moorfield Drive at all. However, section 2.1 of the Arboricultural Impact Assessment, dated March 2023, explicitly states the contrary, that “access to the site is from two locations; Moorfield Drive via the B1317 Killingworth Lane ...”. There is no indication on the plans to show that access is only temporary. Indeed, to the contrary, some routes are identified as Link Roads. Chapter 13 (Transport and Accessibility) states “The Development will also be accessed from the existing B1317 Killingworth Lane/Moorfield Drive junction to Stephenson Park” [13.157]. This is completely counter to the KMM.

10.16 Traffic Flow

10.17 We are concerned to read in the Planning Statement Addendum (section 2.9) that “Phase 1 South itself does not have a material impact on the A19 interchange.” This seems extremely unlikely but, if true, would place even further pressure on current routes. The Revised Phase One Transport Assessment (section 8.29) reads “NTC have confirmed the current operation will be changing soon so that the B1317 Killingworth Lane approach is only called every other

cycle, this is to discourage drivers from using this approach and reducing traffic through Killingworth village.” If we understand this correctly, it may reduce traffic on Clousden Hill but is more likely to encourage drivers to use West Lane in order to avoid the lights. This is a real concern as it would increase traffic through this significant section of Killingworth Village.

10.18 Inaccuracies within Transport Chapter 13

Section 13.18 states that the “B1317 has a posted speed limit of 30mph” ... “with a 2.0m wide footway on at least one side of the road” – neither of these facts are true for its full length.

13.160 refers to ‘Table 5.3 above’ – no such table exists in this document. There are similar references throughout the document.

Table 13.7 lists 6 junctions that “require consideration”. However, only 5 are considered – omitting the “B1317 West Lane/Stephenson Park priority junction” which is identified in the table as being of “major magnitude” with respect to the “potential effect on driver delay/network capacity” and having a substantial-moderate adverse effect.

This sample of inaccuracies is clearly of concern in such an important issue for residents. Indeed, a lack of accuracy pervades the report; Table 13.7 includes a column where the necessary deletions have not been made so the final entries read “Substantial-Moderate Adverse/Beneficial”.

Such inconsistencies are clearly of concern and raise questions regarding the reliability of other chapters.

10.19 Need for close scrutiny and enforcement of parameters.

The importance has been detailed in the opening paragraphs. There should be clear enforceable consequences for any deviations from the agreed conditions. Unfortunately, recent building developments in the area have seen contractors ignoring agreed start times and access and egress restrictions, issues relating to cleanliness of vehicles leaving the site and lack of installation of agreed traffic calming measures. Along with other objectors, we stress the need to ensure that all infrastructure is developed at the same time as this specific development and not delayed until a later phase.

10.20 Construction and Environment Management Plan (CEMP)

We see this as crucial as it establishes the numbers, routing, and times of delivery vehicles. It also addresses construction access, working periods on site, parking arrangements for construction vehicles and wheel washing facilities etc. As the ‘Transport Report’ states from section 13.114 onwards: assuming 80 houses are built per year, there are likely to be 3 articulated lorries, 20 rigid lorries and 20 LGVs entering and leaving the site on a daily basis. In addition, they suggest that there are likely to be about 100 staff on site, probably involving 70 further vehicles. When this is broken down just for LGVs and larger vehicles there will be 86 entrance/exits a day. The applicant’s Table 13.5 quantifies this as 14 vehicle movements an hour during the main delivery hours which is one every four minutes – for over 7 years!

We believe that the CEMP should be subject to consultation, scrutiny and agreement and should include such items as location of the depots and site

development areas. Importantly, there should be no access to the site from the B1317 until both the new spine road is complete from Killingworth Lane to the Great Lime Road and all traffic calming measures are in place on the approach routes to, and through, Killingworth Village.

In conclusion, we believe that the Killingworth Moor Masterplan is being abused by the very developers who signed up to it. We ask that the whole plan be reviewed in light of changes to our understanding of the impact of the loss of open spaces on all aspects of people's health and on the environment in general.

We would welcome the opportunity to speak regarding this development at any meeting.

10.21 Killingworth Village Residents Association July 2021

10.22 KVRRA is extremely concerned that the developers who have submitted plans for Killingworth Moor are seeking to renege on their agreed provision of affordable housing, and section 106 contributions, in both the phases submitted to date.

As you know, Killingworth Moor Masterplan is the result of significant consultation with planners, a Development Consortia and the local community. The Development Consortia comprises Bellway, Northumberland Estates and the Banks Group. Their active involvement in the production of the Masterplan is reinforced by their names being on its front cover.

However, despite their putting their names to its design, these developers want to override some of the key parts of the Masterplan:

Section 1.2, the 'Purpose and Status of Masterplan', states "A planning application for all or any part of the Killingworth Moor strategic allocation will need to demonstrate that it meets the requirements of the Masterplan to ensure consistency and delivery of the key policy and design objectives for Killingworth Moor."

One of these key policy and design objectives refers to affordable housing. Section 6.7 states "The Masterplan is required to deliver 25% affordable housing as required by policy DM4.7 in the Local Plan. The affordable housing will be delivered on site and will provide a mix of both affordable rented and intermediate housing."

The two planning applications to date have failed to include this 25% requirement (see below) but despite this, viability reports have been submitted to try to reduce the number of affordable houses in both phases even further.

*19/01095/FULES: Northern Gateway and part of Backworth Bridge: Proposed Layout (uploaded 26 May 2021) includes the Schedule of Accommodation. It shows the number of **affordable houses** as 81, the total build is 560. This gives a percentage of **14%***

*20/01435/FUL: Predominantly South West Edge: Overall Site Plan (uploaded 2 Oct 2020) the number of **affordable houses** is 57 (they are described as affordable, rented) and the total build is 565. This gives **10%**.*

As submitted, these two areas of 1125 homes would only be 12% affordable – less than half of the agreed proportion of 25%.

Despite this low figure, the two viability reports are trying to reduce this even further.

For 19/01089/FUL: the viability report, by Savills, claims there are over £12.6m of abnormal development costs relating to “green infrastructure”, “drainage” and “services and utilities”. This means they are unable to fulfil the requirement of section 106 money and an, unspecified, proportion of affordable housing.

For 20/01435/FUL: the viability report, by Grasscroft, states that the site can only support the section 106 money if the affordable housing is slightly less than 5%. It claims there are over £9.2m of “abnormal development costs” relating to “abnormal foundation costs”, “surface water attenuation” and “retaining structures”.

Can such costs be news to these experienced developers who, as part of the Development Consortium, also had support from specialist technical consultants including GVA and Pod architects?

We would refer Savills to their own website which presents a prosperous picture of the housing market in this region rather than one that impacts viability:

“The news [of a change of premises] follows the latest mainstream property forecasts from Savills in which house prices in the North East are expected to see growth of 20 per cent over the five years to 2025, five times the 4 per cent predicted growth in London and above the UK average of 15.1 per cent.”
(accessed 4 July 2021)

The developers should not be allowed to renege on their commitment and responsibilities to our region and our local communities. We ask that North Tyneside Council ensure that, as per the Masterplan, affordable housing be on site to avoid the further ‘polarisation’ of our borough.

We urge North Tyneside Council to refuse their unreasonable requests and to ask the developers to step up to their agreed responsibilities or withdraw from the project.

10.23 Killingworth Village Residents Association February 2021

10.24 We note with interest the withdrawal of 19/01089/REG3ES, a planning application to build a link road across part of Killingworth Moor. Given that this was an integral part of the Killingworth Moor Masterplan, we believe it follows that planning applications 19/01095/FULES and 20/01435/FULES should not be approved.

The Killingworth Moor Masterplan (KMM), published in December 2017, clearly states that a key infrastructure requirement is:

“... for primary road infrastructure including a strategic north-south highway link and access junctions at Killingworth Way A1056 to the north and Great Lime Road B1505 to the south. The **north-south route is essential to secure adequate highway access to the site and will additionally alleviate the**

potential impact of development at this site upon Killingworth Village and the impact of growth upon the junction of the B1317 Killingworth Lane and B1505 Great Lime Road.” (section 6.3, our emphasis)

The withdrawn link road is clearly shown on all the relevant images in the Killingworth Moor Masterplan. It is described as the “Primary feature street” and had a key role to play:

“The primary feature street is the Link Road running north-south through Killingworth Moor. The road will need to perform as a strategic link road but must also provide a safe and attractive highway environment” (section 8.2.1).

Given that this “essential” and “strategic” route has been withdrawn, we look forward to learning the impact of this decision on the other components of the Killingworth Moor Masterplan, and in particular, the two planning applications for housing [19/01095/FULES and 20/01435/FULES].

10.25 Killingworth Village Residents Association January 2021

10.24 Following the upload of documents relating to 20/01435/FULES in mid December, we feel the need to re-state our support for the severance, by means of a bus gate, of the B1317 between Moorfield Drive and Killingworth Cottage.

The main stimulus for this letter is a report (undated but uploaded to the documents section of 20/01435/FULES on 11 December 2020) which states on page 3 (4.10) that “The severance of the B1317 Killingworth Lane is not a council aspiration and there are no plans by the council to sever the route.”

This is a surprise and concern to us. We would like to reinforce that the severance has been front and centre of numerous meetings between Council representatives and local residents for example:

- November 2016, meeting with Inspector regarding Local Plan (relevant extracts at end of this letter)
- June 2018 at White Swan Centre
- July 2018 at White Swan Centre, also attended by local councillors: Gary Bell and Linda Darke
- June 2019 at the Cobalt offices. Detailed discussions took place and Council staff were kind enough to direct us to such a bus gate to the rear of the Council buildings to see one ‘in the flesh’
- The intention was further reinforced by a presentation on 3 December 2019, facilitated by the Pegasus Group, which included the Bus Gate in its display.

We continue to assert that a Bus Gate is the most effective, long term solution to the ‘big picture’ of traffic management in the area. The pertinent roads and junctions have already been identified by the Council as being near to, or over, capacity. This has to be the preferred measure rather than a piecemeal approach of chicanes and other speed inhibitors which may impact on velocity but are likely to have little or no impact on traffic volume or flow.

We reiterate that both the link road from Great Lime Road to B1317 and the Bus Gate on B1317 should be *completed simultaneously and before any further construction takes place*. In addition, the southern junction of the intended link road from Killingworth Way to the B1317 (19/01089/REG3ES) should remain closed until after these works have been completed. There are three main reasons for this.

Construction traffic for the proposed housing would have to access the site from Backworth Bridge or the new link road as access via West Lane or Clousden Hill would be discouraged by the Bus Gate. Unfortunately, recent building developments in the area have seen builders ignoring stipulated access and egress restrictions. This could circumvent such an issue.

Residents of the new build properties would be fully aware of the mitigation in place and would use 'alternative' routes immediately rather than having to change their routes following its installation. This may lead to some unnecessary resistance.

It would ensure that it is completed. While this may sound cynical, the traffic calming measures originally promised for the corner beside Stephenson Park are still not complete despite the construction issue drawing being dated September 2015 and having been the subject of numerous pieces of correspondence.

We strongly support the letter uploaded on 5 January from residents of Killingworth Road and Nicholson Terrace.

Some Pertinent Extracts from NTC Local Plan – Transports Impacts Report 19 May 2016.

[our italics]

4.4.3 B1505 Great Lime Road / B1317 Killingworth Lane

The junction exceeds its operational capacity during Phase 0 as a consequence of committed development at the REME, Norgas House, and Chan building sites. The junction is likely to require mitigation/constraints on the Killingworth Moor site to limit the number of trips that can access Killingworth Lane at this location. *A further phasing test will be undertaken (Phase 1b) to assess the impacts of severing the through route along Killingworth Lane through Killingworth Village which would force more traffic towards the Forest Gate and Killingworth Way junctions.*

4.5 Conclusions

The impact upon the Great Lime Road / Killingworth Lane signalised junction appears severe due to the increased number of trips across all arms. This junction is situated in a constrained location making mitigation very difficult, therefore, *consideration should be given towards reducing/re-distributing some of the traffic demands. This may include severing the B1317 between its junction with Simonside Way and Killingworth Village.* This would redistribute through traffic on Killingworth Lane onto the link road leading to Forest Gate reducing the demand on the Killingworth Lane substantially.

6.7 2032 Do Something Killingworth Lane Severed

Due to the impact upon journey times at the Killingworth Lane / Great Lime Road junction which causes the substantial delays along the Great Lime Road and Killingworth Road/Station Road corridors a sensitivity test was undertaken. *The sensitivity test severed the network north of Killingworth Village such that only minimal development site traffic and Killingworth Village residents could access Great Lime Road from Killingworth Road/Lane.* The existing through traffic and majority of the development traffic was subsequently forced to redistribute via Killingworth Way or join Great Lime Road at the Forest Gate junction. *The results of the sensitivity test when compared to the Base performance are encouraging*

with only minor increases to AM and PM journey times along Great Lime Road and Station Road (Forest Hall) corridors. Severing the link through Killingworth Village has allowed the signal timings at the Killingworth Road / Great Lime Road junction to be re-optimised to give more time to East-West traffic. The impact upon the Forest Gate junction can be accommodated within the existing highway design proposed, again with minor alterations to signal timings/phasing. However there is an increase in journey times along the A1056 Killingworth Way which require further analysis specifically for westbound traffic. The Camperdown roundabout has already been identified as a concern and the additional traffic may also impact the A189 Weetslade junction. The sensitivity test has been successful in accommodating the predicted site traffic on Great Lime Road without the need for further mitigation along this corridor.

10.26 Killingworth Village Residents Association November 2020:

10.27 We note that all planning applications should conform to the Killingworth Moor Masterplan (KMM) which was published in December 2017.

We assume that when this application is considered, the earlier, as yet unapproved, applications on the northern part of Killingworth Moor (19/01095/FULES and 19/01089/REG3ES) will be borne in mind. These applied for the building of a spine road and 560 dwellings on 30 hectares of the Moor. Indeed, the Highways Agency in their letter dated 14 September 2020 regarding these 560 dwellings asked that they be considered as a single entity with respect to traffic flow.

Importantly, due to its location, this current application, for 565 dwellings on 45.8 hectares will intrude significantly more on local residents both during construction and occupation.

This application is predicted by the applicant to take 7-8 years to complete. The whole Killingworth Moor Masterplan is not likely to be completed until 2035 at the earliest (section 9.4 KMM). It is essential that this application, which will contain about 28% of the dwellings, is rigorously scrutinised so that it provides a clear benchmark and quality marker for those that are to follow. The potential disruption and damage of such a large, and on-going, construction project on people's doorsteps, if not properly planned, managed and monitored, are far-reaching.

Our concerns (1, 5, 6 & 7) and objections (2, 3 & 4) can be summarised as:
The need for this application to be scrutinised closely with any restrictions and parameters made clear and fully enforced.

Inconsistencies between this application and the KMM

The reliance on disputed traffic modelling data

Inaccuracies within Transport Chapter (ch. 13)

A request to be actively involved in the Construction and Environment Management Plan (CEMP) for this and all future developments particularly with respect to site access and the installation of traffic calming measures

Lack of reports regarding trees and hedgerows pertinent to this application

Negotiating affordable housing and section 106 contributions.

In detail,

Need for close scrutiny and enforcement of parameters.

The importance has been detailed in the opening paragraphs. There should be clear enforceable consequences for any deviations from the agreed conditions. Unfortunately, recent building developments in the area have seen contractors ignoring agreed start times and access and egress restrictions, issues relating to cleanliness of vehicles leaving the site and lack of installation of agreed traffic calming measures. Along with other objectors, we stress the need to ensure that all infrastructure is developed at the same time as this specific development and not delayed until a later phase.

Inconsistency between Killingworth Moor Masterplan and application

One of the Key Design Principles for this Character Area is that “Moorfield Drive will not be accessible for through-traffic from Phase 2 onwards”. Ideally, there would be no access through Moorfield Drive at all. However, there is no indication on the plans to show that any access is only temporary. Indeed, to the contrary, some routes are identified as Link Roads. Chapter 13 (Transport) states “The Development will also be accessed from the existing B1317 Killingworth Lane/Moorfield Drive junction to Stephenson Park” [13.157]. This is completely counter to the KMM.

Application of traffic modelling data

In response to the application made in 2019 [19/01095/FULES and 19/01089/REG3ES], Highways England expressed concern that the traffic modelling used was insufficiently rigorous and requested that further research and modelling be carried out. It stated that “...none of the runs will have included 100% of the demand” (1st bullet point of their letter 20/9/19). They went on to specify six related areas that required “re-visitation and further information” and stated that “the model could not be used to verify the results presented by the consultants”. They also pointed out that the traffic flow models assume the underpass to the A19 is in place but state that its “status and deliverability is unclear”. These points were reinforced in their latest correspondence, dated 14 September 2020 in connection with the Killingworth Moor Development. It would appear that this inadequate Traffic Assessment has been used to justify many of the traffic claims in this application. We strongly support the views on this matter submitted by residents of Killingworth Road.

If this modelling is as incomplete and inaccurate as Highways England indicate then it casts serious doubt on the reliability and veracity of the reports pertaining traffic flow as well as to noise and air quality. We ask that all this is reviewed when the report has been reliably updated (although this may need to be postponed until ‘life’ and working practices have returned to normal).

Inaccuracies within Transport Chapter 13

Section 13.18 states that the “B1317 has a posted speed limit of 30mph” ... “with a 2.0m wide footway on at least one side of the road” – neither of these facts are true for its full length.

13.160 refers to ‘Table 5.3 above’ – no such table exists in this document. There are similar references throughout the document.

Table 13.7 lists 6 junctions that “require consideration”. However, only 5 are considered – omitting the “B1317 West Lane/Stephenson Park priority junction” which is identified in the table as being of “major magnitude” with respect to the “potential effect on driver delay/network capacity” and having a substantial-moderate adverse effect.

This sample of inaccuracies is clearly of concern in such an important issue for local residents. Indeed, a lack of accuracy pervades the report; Table 13.7 includes a column where the necessary deletions have not been made so the final entries read “Substantial-Moderate Adverse/Beneficial”.

Such inconsistencies are clearly of concern and raise questions regarding the reliability of other chapters.

Construction and Environment Management Plan (CEMP)

We see this as crucial as it establishes the numbers, routing and times of delivery vehicles. It also addresses construction access, working periods on site, parking arrangements for construction vehicles and wheel washing facilities etc. As the ‘Transport Report’ states from section 13.114 onwards: assuming 80 houses are built per year, there are likely to be 3 articulated lorries, 20 rigid lorries and 20 LGVs entering and leaving the site on a daily basis. In addition, they suggest that there are likely to be about 100 staff on site, probably involving 70 further vehicles. When this is broken down just for LGVs and larger vehicles there will be 86 entrance/exits a day. The applicant’s Table 13.5 quantifies this as 14 vehicle movements an hour during the main delivery hours which is one every four minutes – for over 7 years.

We believe that the CEMP should be subject to consultation, scrutiny and agreement and should include such items as location of the depots and site development areas. Importantly, there should be no access to the site from the B1317 until both the new spine road is complete from Killingworth Lane to the Great Lime Road and all traffic calming measures (including the bus gate) are in place on the approach routes to, and through, Killingworth Village.

Lack of arboriculture reports for this area

The Arboriculture chapter 14 states that the “... the trees and hedges highlighted for removal within the proposals are *all low quality Category C*...” [14.4]. While the Ecology section, chapter 12, states “It is estimated that *c120m of hedgerow* may need to be removed to accommodate the development” [12.135]. However, there does not appear to be an independent report to substantiate this. The report by ‘All About Trees’ covers the area to the North of the B1317 and not the area pertinent to this application.

We note that an Ecological Management Plan needs to be agreed prior to any construction and ask that a complete survey of trees and hedgerows is published prior to further consideration.

Social responsibilities of developers

Section 106 money – we are concerned to see that the Executive Summary of the Residential Viability Report’s primary (sole?) purpose is to justify why there will be a maximum of “slightly below 5%” affordable housing in order to “support the S106 financial contributions”. In fact the plans currently indicate 10% affordable houses – this would still result in 84 fewer affordable homes than there

should be using the 25% figure. Surely, this should not be a case of one or the other.

In conclusion, we reluctantly accept that the Killingworth Moor Masterplan is to be implemented. However, we ask that it is not abused or ignored in any way and that residents in all the surrounding areas are invited to be actively involved in its implementation. The long term nature of this plan, which is likely to take us beyond 2034, underlines the importance of ensuring all negative impacts on the locality are minimised in a realistic way.

We would welcome the opportunity to speak regarding this development at any meeting and also to learn how the section 106 funds are to benefit the area.

11.0 Council for the Protection of Rural England

11.1 CPRE Northumberland has no comment to make on this application, except to thank you for continuing to notify us of new applications in relation to both the Killingworth Moor and Murton Gap Masterplans.

11.2 Our concerns in relation to both are to see that the green spaces allocated for open public access and specific playing field provision are adequate for the numbers of new residents these two areas will be receiving in the coming years, particularly when the final plans are submitted prior to commencing construction.

12.0

186 letters of objection to initial consultation summarised as follows:

Ecology & landscaping

- Adverse effect on wildlife
- Impact on landscape
- Loss of/damage to trees
- Affect Site of Special Scientific Interest
- Inappropriate in special landscape area
- Loss of open space and wildlife habitat
- The surrounding area is home to bats and the area planned for development is clearly part of the bats' habitat. I have video footage of bats in the existing Stephenson Park development and can send this to the planning department if required. Any further development should ensure these, and other wildlife are protected prior to, during and after any proposed further development.
- Local wildlife have nowhere else to go, deers badgers and others.
- The area is full of wildlife and is enjoyed by so many people in the area.
- This will have a massive detrimental impact on the historical landscape of flora & fauna in the area, not to mention the wildlife who cannot just be made to look for homes elsewhere.
- The area needs to retain as much green space as possible. Studies have proved that engagement with the natural world is beneficial to mental health.
- The works stand to be a massive threat to the wildlife that lives in the area. I have seen deer, foxes and countless rabbits there and to say that the eradication of these open spaces is a great shame would be a tremendous understatement. The sheer amount of building works going on in Killingworth and other areas is astonishing, and before long there will be no green spaces left. This is especially pertinent given the current climate crisis that we are facing globally, with the

preservation of green spaces and wildlife being the least we can do as small communities to protect our planet. Frankly, the execution of the proposed construction works would signify nothing less than selfish imperatives to make money at the expense of both human and animal welfare.

- Poor animals will have no home. No trees or verges.
- We need to keep our green areas for conservation and wildlife.
- Massive impact on local wildlife. This is the only wild area in Killingworth.
- Bellway have already built more than 500 houses on brown belt land on Killingworth Moor. There is absolutely no need for hundreds more houses, destroying wildlife habitat including deer, rabbits, hedgehogs and endangered bats who live there.
- It is a beautiful spot with rare birds such as skylarks, lapwing and yellow hammer.
- This is one of the only large green areas left for wildlife in NE12.
- It will displace and kill wildlife.
- With respect to the wider development. It is with great sadness that the wildlife corridor currently enjoyed by a wide variety of animals will be irrevocably lost. Having reviewed the plans, it seems inconceivable that the remaining 'green' areas will be sufficient to entice deer for example to roam free in the same way they currently do.
- Wildlife/trees etc - I am beyond sad that the Wagon Way will be built on. As previously mentioned, during Covid (and for years before) this has been used as a means of escape during a walk for the wildlife and greenery, sledging when snowing etc.
- I am very concerned to read the information submitted by the Northumberland Wildlife Trust regarding the lack of accuracy in the Ecologist's report. There are ground nesting birds in the area - indeed there are signs next to footpaths asking walkers not to go on the field margins as "they are part of a conservation programme to help ground nesting birds such as grey partridge, skylarks, yellowhammers, ..." This aspect of our environment must not be overlooked.
- Loss of habitat and greenfields.
- Ensure the conservation of trees, public footpaths and waggonways are retained.
- Adverse effect on wildlife as the current open space is a wildlife corridor.
- Impact on ground nesting birds.
- Wildlife will be forced from their homes and take up residence in housing estates or die.
- Importance of Killingworth Moor for wildlife. It is an open wild space. Experts may claim it is nothing special but many of our once common birds are becoming rare.
- Loss of habitat. The site includes some mature trees and hedgerows as well as a large area of farmland which is home to ground nesting birds. What are the measures to be taken to replace this lost habitat?
- This is and always has been a wildlife corridor and should not be built on... That why it is called Killingworth Moor.
- This would impact the removal of natural land and its inhabitants.
- Please don't let them destroy our last beautiful piece of greenbelt land and kill wild animals, destroy plants and trees.

- Devastation of the habitat of deer, badgers, grey partridge, hedgehogs, bats (protected) and many species of birds. The 'wildlife corridor' is a token gesture, as no discernible wildlife will remain.
- The land in question is used regularly by walkers, families, cyclists etc. and I have seen owls, lapwings, partridge, skylarks, hedgehogs, sparrowhawks and deer all of which will be lost. Green corridors don't work, what does survive ends up as roadkill.
- Bellway doesn't provide environmental benefit to the environment, miles of wildlife proof fencing, walks, if token trees are planted they're left to die. No nesting areas for birds or wildflowers, meadow areas for insects. Most of north Tyneside is now under concrete, go along the waggonways to see the extent of building of soulless estates. People need green spaces, build on brown fields sites at North Shields, disused industrial areas instead.
- The construction of such a huge amount of dwellings will have devastating effect on the wildlife. There are bats, foxes, deer, a buzzard, kestrel all living in Killingworth Moor, what hope will they have with such a built up area. I myself have a bat box on my garage but it has not attracted the bats, they should be able to live within the trees and not have their habitats destroyed.
- This area of North Tyneside is losing all its greenspace, this will have a negative effect on the local wildlife. I often see deer on the land, there will be nowhere else for them to go as the green space will be reducing so much.
- I often see Lapwings and Skylarks on the fields proposed. As ground nesting birds a wildlife corridor is not a lot of use.

Design and impact on character of the area

- Inappropriate design
- Out of keeping with surroundings
- Will result in visual intrusion
- Affect character of conservation area
- Affect character of conservation area
- Inappropriate in special landscape area
- Within greenbelt/no special circumstance
- Existing homeowners in the Stephenson Park development were sold their properties on the basis of the development being in a "countryside setting". This planning application is for 565 properties and is only part of the future development being proposed. The development will remove most if not all land that could be classed as countryside and so for that reason the application should be rejected or residents in the existing development compensated appropriately for developers selling a location on a clearly misleading basis.
- The existing development is surrounded by open fields and countryside. The scale of development is inappropriate for this location and destroys valuable green spaces in the area.
- The only green space full of nature and lovely views will be used for ugly new build homes. Killingworth used to be a lovely green area now being tarnished.
- Please no more houses. It is a gross overdeveloped area already.
- Can Killingworth cope with another 565 houses?
- There is not enough green belt as it is, this will impact the area adversely on so many levels.
- It is a disgrace to keep destroying the green landscape.
- Loss of open space

- The current development was sold by Bellway with the carrot of a country park on the edge of the estate...clearly untrue!
- We are losing too much green space.
- There has been enough building on Killingworth's green spaces in recent years. Some countryside should be retained for the sake of aesthetics, wildlife and for the community to enjoy in the forms of country walks, dog walking and generally aiding the health and mental health of nearby residents who enjoy having a fringe of the countryside on their doorsteps, with all the benefits sunlight, fresh air and exercise bring to their general wellbeing.
- Having lived in Killingworth for 47 years, I have seen the wanton destruction of green fields and open spaces and new housebuilding has now reached saturation point, without the appropriate infrastructure being prioritised.
- Already a huge housing estate has been built on the Backworth side - absolutely ridiculous to be building even more on green land. Respect the environment.
- I struggle to understand how a development of this magnitude can be considered a benefit to the area. There are such few remaining open areas left in the borough and once developed will be lost to future generations - all to meet a government agenda that still escapes me. We have already lost a large swathe of countryside to Northumberland Park (Backworth) and seeing the plans for Murton Gap will result in unbroken development throughout. At least the Stephenson Park development was a responsible brown field site development. Would it not be better to follow South Tyneside's example and look to redevelop brown field sites and in one example level an old, tired estate to replace it with a new and considered vibrant estate achieve the housing quota.
- A semi-rural greenspace will be lost forever, to the detriment of plants, wildlife, open skies and human wellbeing.
- The development will cause the loss of the visual amenity of the open fields. Visual amenity is an immeasurable benefit to the health and wellbeing of all. In the current climate that should be obvious.
- The area is near an historical village and small neighbourhood and is not designed to be flooded with so much heavy traffic which is already a problem.
- The building of even more houses is spoiling the look of the area and turning it into a town rather than a country area. The green belt is being lost and is having a detrimental effect on wildlife and nature.
- Any further housing development by Bellway or other companies will continue to deplete Killingworth Village of character and safe movement.
- Joining of Forest Hall, Palmersville and Killingworth.
- Overdevelopment to the detriment of these communities and of greenfield areas.
- Too much loss of open space to housing in the area. There is already a plan to build 2500 houses on Killingworth Moor; this additional 565 by extending Stephenson Park will mean complete loss of open space between Palmersville and Killingworth.
- Outdoor space is important as it promotes physical and mental wellbeing.
- The site is green belt land
- This is one of the few areas where people can experience nature close at hand.
- Affect setting of listed building
- Why build more houses when so many have been built locally and not sold. Killingworth is a beautiful area and it shouldn't be spoiled.

- There has been over the last 20 years a massive building program within the Palmersville/Killingworth village area, this has led to a reduction of the green spaces that myself and others enjoyed as a child. I believe there are plenty of brownfield that can be used as an alternative instead of depriving our children and grandchildren the pleasure of these open spaces. I also believe eventually that Killingworth, Palmersville, Forest Hall, Holystone, Shiremoor and even Longbenton will lose their unique identity and become one big housing estate!
- We need green areas for walks.
- Loss of open green space for local wellbeing, walking, playing etc.
- With the narrow 'wildlife corridor and connecting road, Palmersville and Killingworth would effectively merge into one.
- Immoral of Bellway to seek to build on the clearly defined Amenity Areas surrounding Stephenson Park.
- Planning permission for Stephenson Park (14/00730/FUL) was amended to relieve the builder of their obligation to complete the landscaping and ponds within the southern boundary of the estate. This is clearly an integral part of the planning and all images and plans show this. The planning permission clearly states that all landscaping and planting should be complete by the end of the first planting season following the occupancy of the last property completed on the development.

Without the application being amended and approved, the builder would be in breach of the planning application and I would expect an investigation by the planning department. That was over two years ago, the work has not been started and the southern part of the development has now been conveniently included in this new planning application- which if true would mean the council could be culpable of collusion with the builder to include the same land in 2 planning applications, as 1 has already been completed, is this not against planning laws as this plan was not amended or approved to not complete the full Stephenson park scheme.

The builder sold over 100 properties using the original plans to lead residents to believe that the estate would look over an attractive natural vista, and now with what looks like the council's approval, have been able to amend the plans to maximise profit and go back on their obligation to complete the development.

Therefore this plan has to be turned down and a new one submitted

- I have lived in Killingworth for 7 years, I moved here with my husband when we were expecting our first child. Killingworth appealed to us because of the greenery on our doorstep which was ideal for bringing up a young family. We fell in love with the rural feel of Killingworth while being so close to the city centre. We thought we would live in our lovely home for many years but the plans for the area are making us consider leaving. Please don't destroy our beautiful area, I want my children to grow up surrounded by nature not concrete and fumes.

- This isn't just a proposal for a small estate it is destruction of greenbelt! The "pond " that was a condition for Avant has been a failure and is an eye sore with the fencing again affecting the natural habitats of local wildlife. The increase in buildings and vehicles will be devastating to the wildlife as well as the increase in pollution.

- This area is losing what little charm it has left due to the building of lego houses, everywhere.

- I understand there is a need for new homes. I am disappointed that nature rich land (Skylarks and lapwings for example) such as Killingworth moor, that is also enjoyed recreationally by locals, needs to be used to develop the necessary

housing. We have used this land in lockdown with great pleasure and benefit to our mental health as a family.

- Nature corridors: houses must be planned in such a way so as to allow spaces for wildlife to pass through housing estates and for residents to experience nature in daily exercise. The wagonways are the perfect example of nature corridors which are abundant with plant and wildlife and provide important recreational space for residents. The mental health benefits of a walk down a wagon way are immense. You could put in place things to encourage wildlife such as swift nesting boxes on the new houses and holes in fences for hedgehogs to pass through. There should be plenty of trees!

Traffic, parking and highways

- Poor traffic/pedestrian safety
- Poor/unsuitable vehicular access
- Traffic congestion
- Inadequate parking provision

Traffic management must be considered on the main road where this development is accessed. Speed limits, traffic calming and crossings should all be considered and implemented prior to this application being approved.

- An alternative entrance to the additional houses planned in this area should be considered. Current residents have purchased properties due to it being a quiet location with little traffic. Adding the 565 properties to this location greatly increases the amount of traffic through no fault of the existing residents. I would suggest the vast majority of the new homes are accessed via an alternative entrance (possibly where the existing builder's compound is located). This splits the amount of traffic into two unconnected entrances and largely preserves the traffic conditions expected by the existing residents. The two entrances should not allow through traffic so keeping traffic in both parts to a minimum.

- No serious consideration appears to have been given in relation to the increase in traffic caused by this and other developments within the North Tyneside area. The masterplan document previously issued contains details of proposed road improvements and a possible new metro station between Northumberland Park and Palmersville. All these improvements must be completed prior to any further development to help reduce issues around congestion.

- My location to such works will be dramatically affected. The route into my estate will not allow for such increase in congestion without major delays.

- Village Close roads are not wide enough to support thoroughfare of traffic with this

volume. Safety / RTA waiting to happen, we can barely reverse off our drive now and that is even with cars parked on pavements. There are very little parking bays for visitors and cars parked on pavements is a real safety concern to pedestrians & children playing within our street. The planning base is also not representative of what Bellway sold in 2016. Village Close must remain a no throughfare. Without a change to the planning the proposal should be rejected, not enough safety factors have been considered, only compressing houses into a space not suitable.

- I strongly object to the use of the B1317 road for access to the future development of Killingworth Moor. Looking at the site plan it seems like this road will be used for years unless another access can be made. Having had to suffer the continual extra heavy plant traffic associated with the Stephenson Park development, I know exactly how bad it is living along the B1317.

- The noise, smell of exhaust fumes and the dirt which covers our property means I am unable to use my rear garden and which has effect on my mental health and wellbeing. I hope the committee take my concerns seriously and come up with an alternative means of access.
- Are roads in this area going to be improved? An extra 565 homes and no traffic calming measures.
- Traffic in Killingworth is at breaking point already.
- Traffic congestion will increase as there is no provision for extra public transport.
- The B1317 which runs to the rear of my property is extremely busy mainly caused by the amount of new build properties in the area. I am unable to enjoy my garden due to the road noise. The proposed building would potentially mean another 1000 cars on the road in addition to those proposed at Backworth.
- On behalf of the residents of Killingworth Road I formally object.
- Impact on local area B1317 Killingworth Lane and Killingworth Village – developer’s transport assessment – we challenge the validity and impartiality of this as it has been commissioned by the developers and the outcomes look to strongly favour their desired position. It appears to say there will be minimal impact on the local area. We believe this is incorrect. We have lived here for many years and have already directly witnessed an increase in traffic caused by the existing Stephenson Park development. We therefore believe an additional 565 houses built in the manner proposed can only cause a significant further increase in traffic in the area and also that the B1317 cannot safely accommodate such an increase. A similar view is also detailed in the local plan transport impact report (Local Plan) produced by Capita on behalf of North Tyneside Council. This local plan identified that the B1505 Great Lime Rd/ B1317 Killingworth Lane junction is already above capacity. It also states that the modelling conducted by Capita on behalf of the Council for the Killingworth Moor development road infrastructure that this proposed development forms part of shows Killingworth Lane between Great Lime Road and Killingworth Village is not appropriate for the volume of traffic predicted to use it due to the narrow construction soft verges. It also stated that the provision of the link road section does not sufficiently mitigate the impact on Killingworth Village and that traffic mitigation options on the B1317 are limited. We do not believe these quotes to have been taken out of context and whilst the new application does include an additional entry exit point in a different locality the actual proposed road layout as seen in the application documents seem to directly funnel the majority of new residents to and from the B1317 Killingworth Rd. This plan does not even currently benefit from the proposed full link road. Additionally as part of the application 19/01095/FULES Highways England have identified various aspects of the assessment that it is not satisfied with. How can this be done due to distortions in traffic caused by the current pandemic is unclear.
- Existing hazards Killingworth Road/Lane traffic speeds - the council's own traffic data for Killingworth Rd/Lane shows several thousand vehicles use this route on a daily basis brackets above capacity and that over 55% of these vehicles are speeding. This causes major safety issues for local residents and directly increases air and noise pollution. This will make a bad situation worse. Killingworth Lane is at capacity already in peak times, suffering from the impact of excessively speeding traffic, unsuitable for any further increase in traffic, difficult to effectively provide mitigation on and will be impacted by the

development. We consider this application to be fundamentally flawed due to the above and we requested is rejected.

- With the road from Great Lime Road being connected through Forest Gate you will

impact that estate access and exiting. Also causing risk with that road then being used as a rat run and impacting the residents already living there. As a resident living on the estate, I am concerned that I will have to give way to the other traffic using the road to pull out at the cross roads, with us not having right of way this will add extra time on our journeys.

- I am not against the new builds. I know this will go ahead but my concern is the safety within Stephenson Park and the new access along Village Close. I overlook Village Close and my children play along there for their safety, this will now open up and provide no safe area for some children to play. I would like to propose an alternative to the entrance at the top of Stephenson Park to all the new builds rather than down Village Close for the safety of children and drivers?

- We do not oppose the construction of the new build properties but as a resident of

Stephenson Park I am not at all happy with the fact the main road to the second phase of this development goes directly past my front door. This road is only just suitable for the amount of traffic coming through it at the moment and if there are to be another 132 houses serviced by this road it is neither safe nor suitable. I cannot see why there is no provision for another road to be added as part of the plans to connect the new houses to the main junction at the top of the estate other than greed on Bellway's part to squeeze as many houses in as possible.

This would split the

traffic and allow children to be able to play safely outside their homes and people to reverse safely in and out of their driveways. It is also serious concern how they will access the land they propose to build on? I seriously hope they will not be using the existing road we have here to drive tractors, wagons, etc to build these houses, I did not agree for my home to become a building site again after 4 years of living here. The plans have given absolutely no consideration to the people who live here as it would be obvious a new road should be created and this area only to become a new building site and keeping current residents segregated from the additional traffic.

- There is already a ridiculous amount of traffic on those roads; to add more than 500 new houses is ludicrous.

- I am concerned to lose our local countryside and I am particularly concerned by the building of new houses with no improvement in transport links. There needs to be a drive to improve cycling networks and the metro must be extended.

- The traffic will be worse with noise and air pollution.

- The congestion caused by this proposal will only add to over-crowded roads in the area.

- The extra traffic, pollution and congestion that are likely to occur as a result; the council should reject this application.

- The two new access routes to the new south-west and north-east sections seem lazy and irresponsible. This estate benefits from its cul de sac nature. The roads seem a sensible width for the current level of traffic. Introducing new access routes

from the existing road infrastructure presents increased safety concerns as many of the children on the estate currently play happily on the estate roads.

Something that I believe has been lost to many of the current generation with

increased vehicle ownership in other developed areas. Here is an opportunity to provide for children's wellbeing and safety and therefore should be strong drivers when considering new estate layouts. Introducing increased traffic with limited visitor parking on already narrow roads does not seem to meet with that objective. Can the new developments not be provided with their own access main roads? Surely they too would benefit from this approach. Note, as an example the main access road to the west of Northumberland Park housing estate is already being used as a rat run for vehicles as the main road through Backworth continues to be restricted and over used for its size.

- The current design has only one road (Village Close) leading to the majority of the new homes (126). That road already has cars parked up on the kerb because there is insufficient visitor parking provision. Cars are also frequently parked on the kerbs of Highfield Place which creates a slalom-like driving experience and you hope you don't meet someone else.

- The proposed plans have Village Close as the only way in and out of the new part of the development. It has not been built as wide as Moorfield drive and yet will have to deal with more traffic, approximately double the number of homes. Negotiating parked cars and figuring out rights of way I foresee leading to problems. Particularly at peak times. I also expect there to be an increase in cars parking on the pavement as there looks to be little provision for the new houses to have guests park along that road. This will impact pedestrian safety. Not infrequently I already have to push my buggy into the road to move around parked cars on the estate.

- A second point of entry and exit to these new houses I believe should be added to ease traffic flow and reduce the risk of accidents to people and animals. A road running down the left hand boundary edge of the propose new development extending from the road which will be the first right as you come onto the estate. This will allow those home owners living furthest away from the main road in the bottom left corner to have much easier access to their homes as would all the other properties close this road as side roads could be joined to it. This would provide multiple points of access and ease traffic flow on Village Close so reducing bottle necks and allowing it to be quieter and so safer for children and animals. The older children are currently able to play out safely in this area and make use of the green space around Village Close and Highfield place. Greater provision for visitor parking should also be considered to reduce the need for cars to park up on the kerb. People will naturally want to park close to their house and most families have two

cars but their property may not have provision for both cars to be parked off road. This forces people to then use the pavements for parking and the visitor parking bays. My husband attended a planning meeting some time ago when the council representative was surprised by the fact that most households had two cars. I cannot get to my place of work via public transport and neither can my husband, this is common place and so the development needs to reflect the reality rather than what it wishes the reality to be. I would urge the council and developers to listen to the points the residents are raising as we live here and are aware of the existing problems and can foresee new ones with the current plans as they stand.

- When would access on and off the A19 be eased? Travelling south on the A19 and wanting to turn left or right is a nightmare currently at peak times. We have seen the aftermath of several accidents sadly and increasing the number of households who will trying to use the A19 will only add to this problem.

- My biggest concern/objection is the 'design' of this proposed extension of the estate

from a safety perspective. It will clearly become a rat run linking the estate to Forest

Gate/Palmersville. This is a major concern to residents and the safety of the children residing on our estate. The council has already had to place speed bumps at the entrance of the estate as it is currently an issue with speeders along Killingworth Lane. This proposed design will surely only extenuate this already worrying issue.

- As a resident of Stephenson Park I wholeheartedly object to the idea of our estate

becoming a through road to the new development. The idea of a 'family friendly, child safe estate' sold to us initially by Bellway themselves will be totally destroyed by the use of our estate to provide access to over 100 new houses. This road will become so busy it will be impossible for our children to enjoy the space outside of their own homes. This is the complete opposite of the dream we were obviously wrongly sold by Bellway when we purchased the house and not acceptable. I also do not agree to our estate undoubtedly being used as an access point to the building works by contractors, building services, articulated lorries and plant equipment i.e. diggers and dumpers. Something our estate saw an end to when our roads were finally topped off with tarmac. If the building works must commence at the very least a separate entrance to the new development would be more suitable for all involved.

- Whilst broadly supportive and understanding of the future development of Killingworth Moor I object to the current planning submission. Highway Safety - Village Close as a 5.5m wide secondary route is not to the required standards to carry the volume of traffic 126 additional homes would bring on the west of this development. Access to a large volume of additional homes being served only by 1 access road through Moorfield Drive, Highfield Place and Village Close. I believe this would create a significant and dangerous increase in traffic flow. It appears this has been a consideration by the applicant as Sandstone View & Moorfield Drive have limited further development to prevent through traffic.

- Contradiction of previously obtained planning - Planning for Stephenson Park 14/00730/FUL shows in its Design & Access statement that Village Close is a secondary vehicle route with further expansion likely. The new application shows on page 43 of the Design & Access statement that the extension of Village Close as now a primary traffic route. This change is also a contradiction of the applicant's own drawing (18-006-P09) which shows Village Close as a 5.5m secondary feature street. As the only access to the additional 126 homes it is clear Village Close would not be a secondary feature street.

- I support the development of Killingworth Moor and the council's approved Masterplan. However, I do believe this planning application to be of poor design and consideration should be made for an additional road to reduce the traffic movements through the centre of the existing development.

- Re. use of B1317 Killingworth Lane for HGV traffic, could you consider alternative access and egress from the proposed development? Our bungalow backs onto the B1317 and during the development of Stephenson Park, we were unable to sit outside and enjoy our garden outdoors due to traffic noise, air pollution, dirt and dust recirculating in the area. Unfortunately the road sweeper employed by the developer did little to alleviate this, simply redistributing the dirt and dust into properties along the B1317. This problem

could be amplified given that the proposed development is three times the size of Stephenson Park.

- When HGV traffic was travelling on B1317, we could actually feel the vibration of this in our property. This was exacerbated by the volume of vehicles and the speed they were travelling. I don't believe the B1317's intended purpose was to cope with the volume of traffic, especially HGVs - this has resulted in this road being severely damaged, and numerous potholes.

- I would also like to highlight the need to ensure that the new proposed network is in place before starting work on this new development. This would eliminate the issue of using the B1317 and the concerns shared with you.

- I would also like to ask that the entrance to this new development is not from the B1317. Given the number of homes planned, and with many households owning multiple vehicles these days, this additional traffic could significantly exacerbate and contribute to air and noise pollution in the local area, once the building traffic has moved on.

- Whilst we fully appreciate that this development must go ahead, we are objecting to the proposed road layout, which would effectively make Village Close, west Highfield Place and the western side of Moorfield Drive the sole route of entry and exit during building, and once building is completed. We object on the basis of:

- Village Close in particular is a very narrow road and neither this nor Highfield Place were designed to bear heavy plant machinery. Nor were these roads designed to bear the inevitable volume of traffic that will result from such an expansive extra development. Highfield Place and the west side of Moorfield Drive already bear a surprising amount of daily traffic because of the lack of any other access roads in the estate.

- Congestion. Because these roads are narrow and household vehicles are often parked along them, this makes them more susceptible to congestion when the volume of traffic is increased. It seems likely that in time further traffic calming measures will be introduced which will reduce air quality due to vehicles having to pause to allow others past.

- Safety. The green at Highfield Place is used as a playground for numerous local children and their pets. The greatly increased volume of traffic both during and after development will degrade air quality and the safety of this area, and deprive families of valuable safe communal outdoor space for their children to play in. Furthermore, if Village Close, Highfield Place and Moorfield Drive are to be the sole access route to the new development this has implications for access for emergency services. We feel that the tightness of the roads is obstructive to their larger vehicles, and have indeed witnessed emergency vehicles having to pull slow and complex manoeuvres in the estate. We do not feel it is acceptable to risk people's lives on the basis of poor road infrastructure design. This access issue also affects council services to some degree.

- With this in mind, we propose that an extra access road is drafted into the plans to relieve and share the burden of traffic in Moorfield Drive (west) Highfield Place and Village Close. This road could extend from the west side of Moorfield Drive where a cul-de-sac is currently planned, and run parallel to the wagonway, connecting the roads of the new development in a ring. This would give residents of the new development an alternative exit, reducing congestion within their estate, as well as reducing the traffic and air quality burden on Village Close, Highfield Place and the current most westerly portion of Moorfield Drive, and would also improve access for emergency vehicles. We hope you will appreciate

our objection and consider this relatively minor and simple adjustment to the plan.

- Child safety hazard- current proposed route will pass through neighbourhood with young children and the amount of traffic increase from 126+ homes poses significant risk to child safety and rob the kids of a safe space within the development.

- An additional route to join the Western end of the new 126 house development to "Great Lime Road" running parallel to Wagons way should help reduce the thoroughfare into Stephenson Park and hence distribute the additional traffic.

- Keeping the existing road access from B1317 towards Killingworth village and towards Simonside Way will further redistribute the traffic load within the entire development.

- Even when this is completed the road will be the main access and only route to the new developments which again will be dangerous for children, cause traffic congestion and noise and environmental pollution. The road simply isn't big enough to accommodate the projected number of new homes which it will become an access for and I request that you take this objection seriously when looking into it. A more sensible solution would be to have a main road coming in from the main entrance going down past quarry close and access the new properties via that route. This would enable the residents of Highfield place to continue to enjoy their homes, would keep children safe and would reduce any environmental issues. We bought these houses always knowing they more houses were to be built, however on the pretence that we would be in our own little cul de sac - and not a through road for hundreds of additional houses - as well as direct access from Palmersville, creating a rat race putting locals in serious danger or road traffic injuries. Hopefully you can take a sensible approach to this issue. We knew the houses were going to be built, that's not the issue. The issue is the road layout and you have time to make alterations which will benefit hundreds.

- Safety - our children use this area for playing and socialising, adding 100+ new homes, so roughly 150 cars onto Village Close is not an option.

- Access - there is still only 1 entrance/exit to the estate meaning during the build Bellway will use this as a means for all construction vehicles adding to my safety concerns. The lack of visitor parking is already an issue and I fear emergency services would struggle if needed.

- Whilst not in objection to the adopted local development plan for 2000 homes on Killingworth Moor I feel I must object to the proposed western layout of this application. The only vehicular method of access to the 132 new homes in the proposed western layout would involve utilising Moorfield Drive, Highfield Place & Village Close. I object to this on the basis of:

Road design - Highfield Place and Village Close were not designed originally as an access point for such a volume of additional housing and traffic. I believe in the approved plans for Stephenson Park Highfield Place and Village Close were designated as secondary routes being only 5.5m wide. Putting such additional traffic through these roads is entirely unsuitable. Additionally Highfield Place is a curving road that provides only a limited line of sight ahead. Looking at the Design & Access statement it shows the extended Village Close road into the proposed development is designated as a primary route, due to this being fed by a secondary route (Highfield Place) it would appear to be wholly inadequate.

Safety - If either the Highfield Place or Village Close roads were to be blocked for some reason (e.g. by vehicles or equipment during construction, or by other

means at any other time) emergency responders would not be able to access any of these 132 properties. The two existing green spaces / children's play areas are; (1) at the junction of Highfield Place & Village Close and (2) adjacent to Highfield Place meaning most children on the western side (132 new houses plus existing residents) would have to cross what would be a much busier road to access. I would be concerned about the degradation in air quality in both green spaces/children's play areas due to the increase in traffic and proximity. (i.e. encouraging our children to play by our busiest roads seems at odds with current advice.)

My primary solution to the above issues would be a new access road down western boundary of the site adjacent to, but sufficiently separated from, the wagonway.

A secondary alternative solution could be an additional access route via Quarry Close to share the burden of traffic and provide alternative access in case of emergencies. Both solutions may mean the developer (Bellway) may not be able to build the full 565 houses in this phase but perhaps those lost could be "caught up on" in later phases of the overall Killingworth Moor development?

- I would also like to raise the point of how the developers will access the site and would object to the use of existing roads through Stephenson Park for development, construction equipment, plant and machinery. These roads (and speed bumps) have only recently been completed and if used as such would lead to unnecessary damage and subsequent repair. Such usage by construction equipment / vehicles could pose a danger to children. A substantial increase in noise disruption for existing residents particularly as anticipated in a post Covid-19 world where a large number of us will be spending much more time working from home. Residents have already lived through building site conditions (i.e. mud & building debris) for some years. Alternatives could be found so we don't have to repeat this process again for however many years the development may take. As residents of Stephenson Park, I'm sure we understand development works surrounding us will inevitably lead to disruption but I believe it should where-ever possible be minimised.

The road layout solution of a new western boundary access road could alleviate the site access issues mentioned to some extent particularly if Bellway are intending to use the existing site compound located off Moorfield Drive.

- I live on Moorfield Drive and it is being opened up for access. We have a lot of children in this estate and they play around the green at the top of the street. I have grandchildren and would not feel happy about them playing out if the street was opened. When we bought this house we were told it was a closed estate; were we misled?

- Local roads are already beyond capacity. In the last two years alone, since the completion of Stephenson Park, the B1317 has suffered greatly from huge volumes of excessively speeding traffic. This will only increase further with more housing development on Killingworth Moor. This has already impacted residents, who endure the nuisance of high volumes of often excessively speeding traffic, with the added risks caused by this in terms of increased air and noise pollution. The B1317 is not suitable for any increase in traffic. (Note that Bellway have yet to complete the installation of long promised traffic calming measures on the B1317, so the mitigation of issues for local residents does not appear to be a priority, two years after the completion of Stephenson Park.)

- Traffic & Pedestrian Safety - there is no plan to deal with the issue of speeding in the local area. Speeding is a safety issue for drivers and pedestrians. It's not

acceptable to ignore this point. Local roads are already blighted by speeding. Speeding has been raised on numerous occasions with both North Tyneside Council and Northumbria Police, with each party claiming it is the others responsibility. If we can't do anything to improve current road safety I would suggest that it's not a good plan to build more houses thus creating an even bigger problem.

- As the owner of a listed building we are concerned that is no adequate provision to

reduce the traffic along the B1317 despite the recommendation of the Inspector who examined the Local Plan. He stated that the road was inadequate for the volume of traffic engendered. We view with horror that there are no measures been taken to deter traffic from using Clousden Hill and West Lane.

- While I generally support the future development of Killingworth Moor, I do object to

several aspects of the current planning application. These objections pertain to the use of Highfield Place and Village Close as sole access for more than 100 additional properties. Village Close was always designated as a secondary route, and has thus far been a small cul-de-sac of just 7 properties. On purchasing our property we were informed by Bellway that Village Close would probably be extended into the adjoining field. At no point was its possible use as an access route mentioned. The fact that it was named a 'Close' implies that it was meant to be a cul-de-sac, not a through route to anywhere else. This is a massive change to the information we were given on purchasing our property and we now strongly object. This is a comparatively narrow road which already becomes congested with resident's vehicles at times. Factoring in long term use by construction vehicles and increased use by newer houses without another access route is very concerning. Visibility for drivers along Highfield Place with the bends in the road can be difficult even now, and an increase in traffic will not help. Other streets on the estate have managed to object to earlier plans and thus limit further development as a through route. Access to the new houses to the east of the estate has been routed away from Moorfield Drive around the northern boundary after residents objected. It seems strange then for the current plan to have made same mistake again, opting to use an even narrower quieter road as the only access for large number of new houses. Residents of Highfield Place and Village Close would have both privacy and safety compromised. Children on the estate currently congregate on the open green spaces provided at the top of both Highfield Place and Village Close. Vastly increasing the volume of traffic along this route will have an adverse effect on the children currently residing here. Quiet cul-de-sac streets was one of the selling points of the original estate, and it seems counter intuitive to lose this when there are other options to provide access to the new properties. Surely a priority should be to provide for children's wellbeing when planning what is publicised as a 'family friendly' development.

- Alternative Options - looking at the current planning application there are new roads to be built that could quite easily become the access route for the new properties with less disruption and danger to existing residents. The small road at the top of the estate just off Moorfield Road could be extended further south to provide purpose built access route without the bulk of traffic having to use Moorfield Avenue, Highfield Place and Village Close. This would minimise disruption and increase safety during the construction phase, and alleviate the

volume of traffic on Highfield Place and Village Close once the new houses are complete.

- I do not object to the Local Plan for 2000 houses. suggest section 106 monies spent on more traffic calming measures on Killingworth Lane. e.g. replace the Stephenson Park /Killingworth Lane junction with a traffic roundabout with an extra road to take the traffic on the west side of the development, rather than using the present only access.

- Safety issues regarding increased traffic on the B1317 especially down Killingworth Road leading to Great Lime Road. The traffic already heavily backs up especially early mornings and late afternoons onwards. This leads to regular speeding and jumping the traffic lights at the bottom. This is experienced on a daily basis.

- I sincerely hope the council will look to restrict the amount of use on the B1317 and address the speeding and impact of fumes on the residents living so close on Killingworth Road and Clousden Grange estate leading to Great lime Road.

- I strongly object to the building of even more housing that forms part of the Killingworth Moor Masterplan. The building of an extra 565 houses will create even mor traffic along the B1317. This road has become increasingly busy since the building of houses at Stephenson Park and further along towards Backworth. Speed bumps have been introduced but this has not deterred motorists from speeding up either way making it very dangerous to walk along the path at the edge of the road and also at the turning at the top of the hill near to The Killingworth Arms. Traffic also speeds down the hill towards Great Lime Road.

- More traffic means an increase in noise and pollution. Surely we have had enough building in this area and I strongly disagree with the proposals.

- Every home in this area has at least one car with many having 2. We could be looking at another 1000 cars in rush hour traffic on the already bursting roads of Forest Hall. Safety of children is already an issue along Great Lime Road when walking to school with lack of adequate crossing places. Yet again North Tyneside council are putting money before the welfare of their residents and children.

- People already drive far too fast on these roads where children are making their way to school. An increase in houses in this area without meaningful traffic calming measures will put existing residents at risk. When we viewed the plans for new houses on Killingworth Moor, in December 2019, representatives of the developers told us that traffic would be stopped into Killingworth Village on the B1317, from Backworth Lane, when 50 houses were either built or sold. This closure would take place before an alternative road was constructed and opened. If this is to happen then traffic already using the B1317 to travel south would seek an alternative route and use Simonside Way instead. This road is already busy especially during peak times and the increased traffic would make it difficult and dangerous for traffic exiting Blueburn Drive, which is on the bend of Simonside Way, as well as other roads from the Simonside Estate. We would urge you to reconsider any proposed closure of the B1317 into Killingworth Village before any alternative road is opened.

- I live on West Lane, Killingworth Village and over the last 4/5 years there has been an increase in the traffic through the village, mainly due to new housing estates and the extensions to Percy Hedley . I have asked on a few occasions for Speed and Calming signs , the same type as they have in Backworth. I am having no luck at all.

Can you guarantee that the proposed plan will not affect further traffic through the Village? It is already a rat run and is overlooked in many ways such as road sweeping and checking on the road drains that become blocked with leaves.

- This will cause more traffic to use the road through Killingworth Village which needs some calming methods now as speeding taxis to Percy Hedley school through West Lane.

- There is already nuisance traffic through Killingworth village on Clousden Hill and West Lane - this is only going to be exacerbated with this development and there needs to be traffic calming measures installed on those roads. The area is supposed to be protected and preserved as a village environment, it should not be allowed to become a general thoroughfare for even more plant vehicles, bus routes, domestic and commercial traffic. Within the highest council tax band, there needs to be more consideration of those whose homes, families and properties are already established in this area.

- Since allowing the Killingworth middle school to open as The Percy Hedley the amount of traffic through our village is ridiculous. Also the new housing has increased the traffic also. When planning allowed this they forgot that our village road is not suitable for all this traffic. You now are going to increase the volume of traffic even more. It's obvious no thought has been put into the conservation of our small village.

- I do not feel due consideration has been given to the impact the additional traffic associated with this development will have on the B1317, Killingworth Road, West Lane and residential roads within Killingworth Village. Since the construction of Stephenson Park traffic levels have increased dramatically with congestion on West Lane, both in the Village and outside the school, further traffic will only exacerbate this situation. I feel a full impact assessment needs to consider the existing traffic flows and make provision for future traffic impact prior to construction so that the disruption can be kept to a minimum and planned.

- Concerned about increase in traffic in and around Killingworth village both for pollution reasons and noise and danger to animals and children and students at the schools in the area. Concerned about speed of traffic through the village.

- I object on the grounds that the local roads are unable to cope with any extra traffic.

Speeding vehicles are a danger and the recent 'traffic calming measures' on the B1317 are already totally inadequate.

- Traffic through the village is already excessive, with dangerous high speed and without any permanent calming procedures in place. The present Covid virus has somewhat reduced car parking but normality will return and the hazardous parking will resume. This entails car parking half on pavement and half on the road, in

many cases not allowing wheelchairs, prams or pedestrians to pass without entering the verge or road. A particularly dangerous area is adjacent to the Plough, Killingworth Arms and St Johns Church. Photographs are available if necessary. The entry into the village from the junction with Clousden Hill and West Lane is hazardous as is the entry from the West on the road curvature past St Johns Church. Cars are unable to pass in both directions when cars are parked. The wheelchair movement to and from the Percy Hedley Is especially sensitive. There are other

- options available for traffic from any further development which should be perused without intensifying movement through the village. Do not wait for a major accident to occur before making the obvious and proper decision.
- When and where are you going to build roads to take the traffic from these new homes and those that are to follow local roads are seeing a great increase of traffic as it is this area is turning into a concrete jungle.
 - I am also very concerned about the increase in traffic as a result of these proposals. There is already significant traffic on Clousden Hill and West Lane.
 - Such a large development will have an adverse impact on traffic on Clousden Hill and West Lane. The latter will be used as a rat run. There has already been an impact as a result of the Stephenson Park development, and the Council failed to apply any adjustments on local traffic to address that change. More vehicles now speed up and down Killingworth Village. Considerably more would do the same if this proposed development were to be ratified.
 - Roads highly likely to be used for access, in particular West Lane and the B1317 Killingworth Road, are inadequate for the increased road traffic which is likely to lead to safety issues and increased noise and pollution. The section of West Lane through Killingworth Village does not safely have capacity for the potential extra traffic. Also the junction of the B1317 with West Lane next to the Killingworth Arms is a blind bend and can be difficult with current levels of traffic. There may be solutions such as significant traffic calming measures to deter traffic.
 - This volume of housing stock will inevitably have a huge impact on the traffic on local roads. While there seems to have been thought and plans about the traffic moving to the east of the development to the A19 there appears to be no thought on the impact of traffic on West Lane and Killingworth Road. These are small roads which already deal with a large volume of traffic. While traffic measures recently placed on West Lane are welcome, there are no such measures at the village end of West lane or on Killingworth Rd where cars drive often at high speed. Living on the road I worry about the safety of my children and these concerns will be amplified by a high volume of traffic on an inappropriately sized road. Please implement appropriate measures to divert the traffic from these roads.
 - I am concerned about increased traffic, especially through Killingworth Village which is a conservation area. West Lane is already used as a 'rat run', as vehicles try to avoid the traffic lights at Clousden Hill. At a recent consultation meeting, we were told that the planned bus-gate would be in place when the 50th house was occupied. Planners must ensure that this is done.
 - The current road system to Stephenson Park is being overwhelmed by construction traffic. Killingworth Road was not built for this use.
 - Exhaust fumes, dangerous speeds, increased noise, increase in traffic. The new road at Palmers Gate should be installed as a priority. There has been no date given for when the new road will be built and this road should be prioritised before any further work is started.
 - The lack of a proper site access will cause chaos. It was proposed to close Killingworth Road after the new road is built but no date has been given for either.
 - the entrance at Stephenson Park will become a shortcut to all properties at the southern part of the development endangering children who have been playing safely aware of the limited number of vehicles.
 - A further 1000 cars using a limited entrance/exit would endanger lives.

- leaving the estate attempting to turn right at the moment can, at peak hours, take some time. A huge rise in the number of vehicles would exacerbate the situation.
- Backworth Village, Forest Hall and Killingworth Village were only designed to cater for the number of vehicles already using them daily and the lengthy delays at junctions are a clear indication of future problems.
- The surrounding infrastructure is not suitable for the vast increases in properties.
- cannot accept the Developer's claim that there will be a very limited increase in traffic on the B1317 Killingworth Road and through Killingworth Village. As a long-standing resident in this area, the increase in traffic caused by the existing Stephenson Park has been noticeable and that is a fraction of the size of the proposed development. The B1317 is already at capacity and suffers from a very large number of speeding drivers. The traffic situation is dangerous and it really should not take a major accident or fatality to have to prove this. Reasoning like that is totally irresponsible in this day and age. I know the Developers are stating that the primary site access for the development will be via Great Lime Road and perhaps in the distant future that may be so but at this stage and in the medium term it is highly unlikely. The Overall Site Plan shows that this phase of the development does not benefit fully from the Master Plan's Link Road. This can only mean that many new residents will use the B1317 junction. This will likely become habitual and they will probably continue to use this route even when (if) the Link Road is fully built. The B1317 road and this area cannot take any more vehicles without effective traffic calming measures being put in place. Even the Developer's Transport Assessment in Table 13.7 says that there could be a major effect on Network Capacity at the B1317 West Lane/Stephenson Park junction and that consideration for mitigation of the effect of the development should be made. Then in 13.160 the report does not even include this junction as requiring consideration. The report is contradictory and it should not be used as a basis of assessment.
- The site is a cycle route to the coast without the need to be on main roads.
- Inconsistency with Masterplan – a key design principle for this Character Area states that Moorfield Drive should not be accessible for through traffic from phase 2 onwards; however the plans identify some routes as link roads. The access from the B1317 is counter to the Masterplan.
- In response to the application made in 2019 (19/01095/FULES and 19/01089/REG3ES), Highways England expressed concern that the traffic modelling used was insufficiently rigorous and requested that further research and modelling be carried out. It clearly states that in their letter dated 20/09/2019 "...none of the runs will have included 100% of the demand". Their letter goes on to specify 6 related areas that required "re-visitation and further information" and stating that "the model could not be used to verify the results presented by the consultants". They also pointed out that the traffic flow models assume the possible underpass to the A19 is in place but states that its "status and deliverability is unclear". These points were reinforced in their latest correspondence, dated 14/09/2020 in connection with the Killingworth Moor Development. It would appear that this completely inadequate Traffic Assessment has been used to justify many of the traffic claims in this application. If this 'modelling' is as incomplete and inaccurate then it casts serious doubt on the reliability and accuracy of the submitted reports, supporting this application, with regards to traffic flow as well as to noise and air quality. This must be

reviewed when the report has been reliably updated.

- The intended development of Killingworth Moor will be occurring in a number of stages over the next decade or so. It is vital that the full effect of this major development is looked at being treated as one to ensure that the right decisions to current and future planned development to the overall traffic volume on local roads especially to Killingworth and West Lane. Currently this does not appear to be the case.

- Transport Chapter 13 inaccuracies

i) Section 13.18 states that Killingworth road.... "B1317 has a posted limit of 30mph" and "with a 2.0m wide footway on at least one side of the road".

However, however these facts are not true for its full length.

ii) Table 13.7 lists 6 junctions that "require consideration". However, only 5 are considered - omitting the "B1317 West Lane/Stephenson Park priority junction" which is identified in the table as being of "major magnitude" with respect to the "potential effect on driver delay/network capacity" and having a substantial-moderate adverse effect.

The number of these inaccuracies throughout the report is clearly of concern for such an important issue for many local residents and therefore raises questions regarding the reliance on this and all other documentation provided.

NTC is fully aware that the traffic volume along the B1317 is above its maximum traffic volume shown by its own traffic count reports. The additional volume of traffic from these additional homes will put unacceptable strain on Killingworth Road and West Lane through Killingworth village.

This or future applications are unlikely to get full public support unless;

i) Bellway provide an application that address the above concerns.

ii) NTC must provide clear planning and timing to ensure the building of the compete Spine road from Forest Gate to Killingworth Way. As this will greatly reduce the potential traffic through this planned build. NTC have already secured government money to build it so where's the plan?

iii) NTC must clarify on public record when the proposed installation of a bus gate on Killingworth Road as previously discussed will occur. Again this will greatly reduce traffic volume along Killingworth Road to Great Lime road and through Killingworth

- It is dangerous to exit Orchard Close with traffic speeding. The traffic calming recently installed is useless.

- I am extremely concerned at the level of traffic 565 more houses in the area will cause. The traffic has become unbearable in this area at rush hour with it sometimes taking up to 20 minutes/ half an hour to get from Killingworth lane to Benton in the morning. This in turn will also result in higher levels of pollution in the area.

- The information provided in the submission appears to include arguments based on conflicting perspectives. In some documents, traffic estimates appear to favour the development on the basis that the Master Plan link road from Great Lime Road to Killingworth Way close to the A19 has been built. In other documents, traffic estimates appear to be based on the fact that this road is not to be built. Information like this is deliberately intended to obfuscate a problem that the developer is already aware of and wishes to hide. Others have already commented on the negative effects of the development on the traffic along the B1317 and using the rat-run through Killingworth Village.

- Other documents refer to "future phases" and it is difficult to clearly understand whether the positive statements made in the submission are based solely on the

parts for which submission are sought or on the assumption that at some time in the future the developer may, if they feel it will be financially beneficial to them, actually complete the development in the way they have described. For example, what guarantee is there that the Master Plan link road will be of the width described with cycle paths as stated or could they later opt to make a narrower road? I suggest that permission is not granted for the current proposal. If permission were to be given, I would suggest it is only on the condition that all elements used in the submission to show it in a favourable light (including, for example, the Master Plan link road, cycle paths, other amenities, etc) are constructed at this stage of the development. Owners of new houses already constructed in the area have commented that the developers have not fulfilled commitments they previously made and I can see no way in which the council can be assured of future plans unless construction of these essential elements are included in this phase. The developers should be asked to submit a proposal that does not include arguments based on plans they may not actually implement.

- Increased risk to children and pets on the already dangerous road.
- The construction traffic will not adhere to your regulations.
- The traffic will be nothing compared to the 8000 new daily journeys that will take place.
- We have always reluctantly accepted that houses will be built on Killingworth Moor as detailed in the above application. However, this acceptance was on the expectation that consideration would be given to traffic management in connection with access to and egress from the development. In particular, to limit traffic flow on the B1713 Killingworth Road towards its junction with Great Lime Road at the Clousden Hill. N.T. Highways have previously pointed out that this junction is working at maximum capacity and, because of the constraints on available land, cannot be modified and that every effort should be made to reduce traffic flows at this junction.
- Our brief examination of the supporting documents suggests that there are inconsistencies between the various sections of the application, as well as ignoring the findings of the various surveys appended to the original master plan. These have been highlighted in other letters of objection and we would not repeat them here other than to say that we are in broad agreement with their conclusions.
- Construction of the spine road to the East of the development. We consider that this is the key to the overall traffic management of the development. As far as we can ascertain, the southern section of this road (from Forest Gate) will be constructed by Bellway and the remainder up to the B1317 by NT Highways. Will the construction all take place at the same time? The application appears to be silent on the programme for the complete road construction. It would seem sensible that this should happen as it will minimise the inevitable disruption during construction and will provide early flexibility for the other elements of the traffic management. We consider that this should be the first action prior to the commencement of any building work. It will be of advantage to Bellway as it will enable deliveries of building materials to come from different directions. It would allow the stopping of the B1317 without undue inconvenience of the residents of Stephenson Park and Orchard Close.
- Stopping of the B1317. Our understanding is that the B1317 would be stopped near to the exit from Stephenson Park. It is accepted that some provision for certain limited classes of traffic will be required (buses, emergency vehicles and

the like) and it is expected that this would take the form of a “bus gate”. The advantage of this arrangement would show that the road was still in partial use and the dead ends would be less likely to become dumping grounds. It will also go a long way to reducing the pressure on the B1317/ Great Lime Road junction. There is a vague reference to this in the application without reference to the location and time scale. We would expect that this would be carried out prior to the commencement of construction of the North Section of the development.

- Prevention of through traffic through the development from Forest Gate to the B1317. Concerns have always been raised regarding through traffic in the development, not least by the residents of Stephenson Park. Obviously, such through traffic will add to the pressure on the B1317. It was expected that there would be no direct through traffic and any roads would be blocked by a “bus gate” type arrangement. However, this does not appear on the drawings or is noted in the text.

- Traffic Management during construction. We note that there is a suggestion that the construction traffic will approach the site from the East for the northern section of the development and from Great Lime Road for the southern section of the development. There is a suggestion that the site hours will be limited. While this sounds eminently reasonable, we have great concerns on Bellway’s ability or desire to manage and enforce a plan such as this. Our experience of Bellway’s performance, in this respect, during the construction of Stephenson Park was to say at best very poor. A lot of the construction traffic destined for the site came up the B1317 from the Clousden Hill junction in direct contravention of the agreed plan appended to the approval for Stephenson Park. What control and what penalties will be applied by NT planners to prevent this happening again?

Obviously, if the B1317 is closed off prior to the commencement of construction, then part of the potential problem will be removed at a stroke.

- Protection of Rights of Way and Public Footpaths. As you will know, there are several Rights of way and footpaths which cross the site. What proposals are in place to prevent these being closed off during construction as happened during the development of Stephenson Park. What are the permanent proposals for their retention?

- The additional traffic and disruption that 500 houses will bring will have a huge impact on Great Lime Road (B1505) which would not be able to cope with the volumes these additional houses would bring.

- I stand by my original comments from 2017, in particular the through road from Great Lime road to the Killingworth Moor estate via Forest Gate. No real evidence of traffic flows and the impact on Forest Gate residence, it appears to be build at all costs to boost council funds. The full impact on the local environment has not been fully assessed and appears not to matter, my house currently backs onto horses fields which will be replaced by a through road to Killingworth Moor estate and additional housing. The current road junction at Great Lime road / Forest gate is already very busy with regular queues at the traffic lights, due to the second batch of house’s being added to Forest gate. It is not clear when the new road will be built as it quotes the builder and local authority being involved, a separate access road should be considered into the new estate from Killingworth and not connected to Forest gate. The Great Lime Road area is already very busy with road traffic without adding extra cars to make the matter worse.

- This will make a bad situation worse for those living on the B1317. A very bad traffic situation has built up over the last 15 years. Air pollution is unhealthy and

is bus in the morning with traffic being backed up for 1.5 hours from the traffic lights.

- Increased traffic noise
- Significant safety risks
- Cars parked on the road make the road more narrow and present pedestrian obstructions and can prevent passage for the disabled
- Cars being damaged by passing vehicles
- Alternative traffic access to and from Palmersville was expected and traffic calming measures have not happened.
- We do not need increased vehicular activity and Nicholson Terrace used as a cut through.
- The road is already over capacity, suffers from excessive speeding, noise pollution air pollution, is already severely impacting on the health and welfare of residents living adjacent to the B1317, is unsuitable for further traffic increase, and will be significantly impacted by the Killingworth Moor developments.
- We disagree with the Developers transport assessment with regard to the impact that these extra houses will have on the surrounding area- and the broader impact it will have throughout the borough. The Capita report conducted on behalf of North Tyneside council has already stated that the Great Lime Road B1505/Killingworth lane B1317 junction is already over capacity so this scheme will only lead to further severe bottlenecks. For several years now we have already seen the negative impact caused by the Stephenson park development, witnessing a marked increase in traffic, this road cannot safely support any further increase caused by further developments, this was and still is basically a country lane being used as a rat run and now like a mini motorway decimating the family life of those living adjacent to this road. The Local Plan Transport Impact Survey report also states this is already running over capacity, also stating 'Killingworth lane between Great Lime Road and Killingworth village is not appropriate for the volume of traffic predicted to use it due to its narrow construction and soft verges. The Report also states that 'the provision of the link road section between Great lime Road and Killingworth lane does not sufficiently mitigate the impacts upon Killingworth Village' according to the modelling outputs. The close proximity of existing properties, protected trees and limited highway make any significant mitigation difficult.
- The noise levels, smell of the exhaust fumes and dirt caused by the Stephenson park scheme for over 4 years have greatly affected the health and family life of all those backing onto this road, making our gardens un-useable for simple enjoyment, all caused because North Tyneside council refused to address the complaints made against the builders and their refusal to police them. There is also the issue of the extreme speed that traffic is travelling along this road- most exceeding the speed limits, the few speed bumps that have been put in place totally pointless as they do not slow the traffic down. In previous discussions with planners builders and the council's own senior management, we have requested the closure of this road at some point to stop it being used as a rat run, in fact many residents have requested this, what is the Council's answer on this? We have also requested sound proof fencing to be put along this road to help alleviate the noise levels of the traffic-in line with other areas of North Tyneside who have actually had this done, or are we to be discriminated against by this not being done, yet again we have had no response to this-in fact any issues we have raised are yet to be addressed, this seems yet again to be a crossing the T's exercise so North Tyneside Council can state that they did give the

opportunity for responses to this new scheme. I will further add that now North Tyneside Council seem to have withdrawn the Ten million pounds grant for the moor infrastructure can we now hope this will not now go ahead? This plan is flawed, there should be another road built parallel to the B1317, along the top of the moor to feed the new housing schemes-with no access up onto the B1317, with access filtered down onto Great Lime road, through the new road network which will have to be put in place to serve the moor housing schemes anyway.

- Traffic should be directed away from the B1317.

- We read with interest the NTC Highways response dated 11/12/2020 to this planning application and particularly note the following comments to which we would like to comment/respond:

1. Strategic overview:

A mechanism will need to be agreed to ensure that the developer makes an appropriate contribution to the wider infrastructure and public transport requirements for the Masterplan of the site.

2. Transport Assessment (TA) (Killingworth South - August 2020):

4.10 The severance of the B1317 Killingworth Lane is not a council aspiration and there are no plans by the council to sever the route. This was one of numerous options identified in the masterplan and would be subject to extensive consultation with no guarantee of delivery. An alternative scheme to reduce speeds and deter through traffic using chicanes, priority give-ways etc. will need to be considered.

We would like to comment that whilst we welcome this as a clear admission by the Council that the proposed development and by default the entire Master Plan will have an adverse impact on traffic flows in the immediate local area and that traffic calming measures will need to be considered we fail to see why the closure of the B1317 as originally suggested by the Council is “not a council aspiration”. Again, we refer to NTC’s own Local Plan Transport Impact Report which states with regard to the B1317:

“The close proximity of existing properties, protected trees, and limited available highway land make any significant mitigation difficult.”

and

“... Killingworth Lane between Great Lime Road and Killingworth Village is not appropriate for the volume of traffic predicted to use it due to its narrow construction and soft verges.”

We therefore find this new comment of “*An alternative scheme to reduce speeds and deter through traffic using chicanes, priority give-ways etc. will need to be considered.*” to be highly contradictory in nature.

There are numerous other routes that existing and new through traffic could use which are more appropriate and quite simply the closure of the B1317 as part of this development should be a council aspiration. It has to be the simplest and most effective solution to all of the unacceptable issues that local residents currently face such as the very high level of speeding traffic and the increased danger and pollution that this brings, all of which will be greatly increased by this new development. The B1317 should not be a “classified through route” between Backworth and Forest Hall – as the Council’s Local Plan states, it is not suitable. Additionally, the impact of increased traffic flows on the immediate local area has to be a fundamental consideration for the approval or not of this planning application. The developer’s own Transport Assessment has been shown to contain errors and omissions concerning this. Its conclusions contradict those of

the Council's Local Plan and this new comment by the Council's Highways department also strongly indicates that the actual outcome will not be as concluded in the developer's Transport Assessment.

Overall, we do not believe that the conclusions derived from the developer's Transport Assessment should be used for any decision-making purposes. Considering this, should any member vote in favour of this application in its current state then we fail to see how the requirements concerning Integrity and Objectivity placed upon them by the Seven Principles of Public Life that all public office holders and anyone that works for local government would be met.

Again, we support the Killingworth Village Residents Association's request to have a bus gate installed on the B1317 so that only buses and emergency vehicles may pass. Other traffic can and should use alternative routes.

- I would strongly like to object to the response from NTC dated 11/12/2020. I am very disappointed to see that the severance of the B1317 Killingworth Lane is "Not an aspiration" and there are no plans by the council to sever the route. The alternative schemes suggested to reduce speed using chicanes, priority give ways etc would not be suitable. I also refer to NTC's own Local Plan Transport Impact report which states with regard to the B1317 "The close proximity of existing properties, protected trees and limited available highway land make any SIGNIFICANT mitigation difficult". Killingworth Lane between Great Lime Rd and Killingworth village is not appropriate for the volume of traffic predicted to use it due to its narrow construction and soft verges.

I am also very concerned about the health effects worsening asthma and persons with breathing difficulties due to the high level of pollution that would be inflicted on residents nearby. I would have thought that this would have been more consideration now that there has recently been made a precedent case that high pollution can contribute to death, as recently proved in the case of the young school girl.

- The B1317 provides access to and is crossed by waggonways, heritage way and new numerous footpaths, increased traffic will adversely affect its use by cyclists, walkers, runners when more amenity spaces are needed.

- Traffic in this area has already increased greatly over recent years with large housing developments in Earsdon, and adjacent to the proposed site in Killingworth.

- The road is not fit for purpose as it stands and the junction at the Killingworth arms is dangerous as a blind corner-no way could a bus route be implemented due to that corner and where would the traffic go with all the extra houses on a single lane road which can't cope as it is.

- I have recently learned that the formerly proposed new link road that was to run between the A1056 Killingworth Way and the B1317 Killingworth Lane has been scrapped due to the HIF grant being withdrawn. My objection still stands in regard to the large amount of houses to be built on Killingworth Moor due to the impact the traffic will have on the surrounding roads and increased fumes from traffic. I am hoping NTC will still consider actions to mitigate the traffic using the B1317 from the top of Killingworth Road running south down to Great Lime Road. I realise the access to the site will be from North to South from Moorfield Drive to Forest Gate, but even without all of the extra traffic there are far too many vehicles using Killingworth Road already. Even in the current lockdown situation there is still a large amount of traffic including large commercial vans & lorries. I personally know of people from as far as Earsdon that use this road as a cut

through to get on to this part of Great Lime road. There are a number of bungalows right on the front of this road and the housing estate of Clousden Grange that backs up to the road. We already suffer regular speeding vehicles and noise from moving and stationary cars when they back up queuing at the traffic lights. In Newcastle council they are starting to close these so called rat runs and I am surprised that NTC are also not starting to do the same thing. I had always in the past respected NTC's views of preserving nature and green space. I am dreading lockdown ending when the traffic pollution, speeding and noise will return on Killingworth Road. This type of road was never intended to take this amount of vehicles and now the residents living on this road are having to cope with the danger, pollution, fumes and noise. We can't even enjoy the peace in our gardens any more. When our double glazed window are closed we here the base music from standing cars. I am asking NTC to please do something to reduce the amount of traffic using this road as a short cut. I'm sure everyone is aware this road is over capacity as it stands.

- This proposed development will add unmanageable amounts of traffic to the area which is already struggling to cope with volume. If a new road is built linking up with Forest Gate and on to Great Lime Road this will cause huge environmental impact on the current residents in terms of noise, fumes and no doubt muddy roads and vibration damage to structures of existing houses nearby if construction traffic is permitted to use this as site access. There is also a flooding issue in the field where the horses graze and developing on a flood prone area has potential to damage

existing property. Traffic will queue to get from Forest Gate onto new section of road to Great Lime Road as well as huge amount of extra traffic from new estate.

- The traffic congestion in the local area is already awful, we live just off Great Lime Road and the traffic is already at tipping point, I have three children and we already struggle to cross the local roads.

- I live on the corner of Simonside Way and the B1317 and I strongly object to the proposal for the development that is planned for Killingworth Moor. At this present moment the B1317 is not able to take the amount of traffic that uses it on a daily basis. Most of the motorists have little or no regard for the speed limit (40mph) and in some cases are probably doing twice this. The junction with Simonside Way is a death trap waiting to happen. The noise and pollution from the present traffic and the A19 is only going to increase with the new housing development and the new road from Killingworth Way to the Great Lime Road at Palmersville. Please NTC make the B1317 access only from Simonside Way to Killingworth Village and not the rat run it has become and will be in the future if your proposed plans go ahead.

- Transport links: with the issues that climate change presents there must be a focus on public transport. An extension of the metro is essential. Proper and regular bus links are also needed. At the new estate in Backworth there is one lonely bus stop. I think one service stops there. There is no bus stop at the estate on Moorfield Drive (Stephenson estate). Electric cars are not the complete solution to burning fossil fuels as the creation of them is carbon intensive and they are expensive and use a lot of energy to power. Furthermore I note affordable housing is envisaged. Those residents might not also be able to afford a car and so must have the means to get around the area.

- It would appear that the Council has no intention of carrying out at this time any improvements to A19(T) /A1056 Killingworth Interchange & Killingworth way /

B1322 Backworth Lane Priority Junction. Until this done the existing priority junction arrangements at the A19(T) slip roads onto the A1056 Killingworth Way provides insufficient capacity to manage the predicted level of traffic in the future from all developments within the Local Plan, notably with large queuing and delays on the northbound and southbound off-slip roads which could extend back to the mainline and on the A1056 Killingworth Way right turn lane for access to the A19(T) south. These critical improvements should be carried out and completed before any houses or roundabouts are built by any developer. For a Council to allow this to happen knowing the impact on traffic movements at peak times is a disgrace. I assume The Council has entered into Section 278 Agreement with the Developer for the construction of the roundabouts. Did the Council not as part of the consultation process negotiate a contribution towards the A19(T) improvements? Having accessed the planning portal and viewed the objections by members of the public to the proposed development isn't it somewhat ironic that a significant number raised concerns about traffic. If you chose to ignore or delay these critical improvements then you will be subjecting road users' and local residents to years of noise and disruption.

- A new road is required for access and egress for the construction area and commuters who will live there. Killingworth Road is unsuitable for this traffic. I will only agree to this application when the new road to Great Le Road is installed.

- Whilst we understand and appreciate that severing Killingworth Road B1317 is not proposed by the applicants, clearly agreement was reached on this issue at the joint meeting between the developers, HE and Highways' department in January. This is shown in the document. This agreement and the outcome of this meeting thus informing the direction and content of the developers' proposals.

Again: "It was agreed by HE, NTC and the developer team at the meeting on 11 January that severing Killingworth Lane was not to be included."

As there is a need for traffic mitigation measures due to this and the other developments as concluded in North Tyneside Council's Local Plan and as admitted by the Highway's department in the reference document, and as also indicated in the Local Plan that any other forms of mitigation will be difficult to implement, we as tax paying members of the local community that will be directly impacted by this and the other associated developments would like to know the rationale for the agreement made at the January meeting to not include the severance of Killingworth Road B1317 as a mitigation measure in the proposals including full details of the decision making process. Council officer/s were in attendance and will be privy to this information. These details should be made public to ensure understanding and openness of this entire process. We would consider a failure to provide this information by any individual that is privy to it within the Council as a failure of their obligations of accountability and openness as expected of all public office holders and anyone that works for UK national or local government under the Severn Principles of Public Life that such individuals must abide by. We consider any such failure to be an incredibly serious matter.

- The Developers' Transport Assessment should provide consideration to all options available and the Council's responsibility should be to ensure that all options are included. Severing Killingworth Lane is indeed an option and therefore it should be included in the Assessment. The fact that additional statutory requirements and process for road cessation is needed is irrelevant at this stage and we do not consider it a viable reason for exclusion. We believe that the Council Officers involved have exceeded their responsibilities and very probably breached ethical standards in particular the requirements to maintain

objectivity and integrity. We do not believe that they should have formed this agreement and we do not see how any Officer involved in that agreement can now provide an objective assessment of the DTA and comment on it – it is not possible as they know that a genuine option has been specifically excluded and they were party to that exclusion.

- I have read the comments in blue by TetraTech (TT) in their response to a report "Response to NTC Highways" - uploaded 19 March 2021. Many of their responses are informed by a report by WYG, extracts of which they include in appendices. Unfortunately, this report is full of errors and so should not be the basis of any reasonable conclusions. I include some examples of their mistakes - the references refer to the document mentioned above, uploaded 19 March 2021.
p.27 - there is NOT a footway along [all] the western side of Killingworth Lane
p.27 the traffic calming was only completed on 30 March 2021 -after this report was written! (despite the plans being signed off many years ago).

p.63 exemplifies how much of their report is a desk based exercise with no local knowledge: "Although over a 25 minute walk, it is not unlikely that school children will walk to the school as the route has continuous footway and crossing facilities." The school referred to is Percy Hedley Upper School - which does a great job for children with additional needs but who are very unlikely to be walking to school. The walking times to other schools are ambitious, especially as they are to be taken by primary aged children.

p.64 lists the Post Office and Thomas Cook as being part of the local shops (TC went into liquidation in 2019).

p.75 mentions the A19(T) underpass being upgraded to provide 3m wide shared foot/cycleway on both sides of the access road. I understand that Highways England have asked several questions about the likelihood of this happening. When a report has so many errors that even I can spot, I really am concerned that it is being used as a basis for serious decision making. Unless the source documents are accurate, no other reports on which they are based can be relied upon for a secure, sound decision.

- Access is poor and no new access as developer would not commit to work with the council for access. This says everything that the application has promises that will never be kept as they would not commit to safe roads when asked to actively confirm a promise they instantly refused to. This was where investing in the area with their profits to improve the area was instantly rejected.

- The B1317 is a minor road and not suitable for the extra traffic. I note that there is mention of 'severing'. If that were to go ahead then residents of Backworth/Castle Park would have lengthy detours to get to Forest Hall/West Moor shops adding to fuel and pollution.

- Most homes now have 1-2 cars so 565 homes would probably generate 750+ cars.

Impact on amenity

- Loss of residential amenity
- Loss of visual amenity
- Nuisance - dust/dirt
- Nuisance - disturbance
- Nuisance – noise
- Nuisance – fumes
- Loss of privacy
- Pollution

- Air pollution
- Will result in visual intrusion
- Extremely bad environmental impact caused from fumes, noise etc.
- I feel the noise and dust impacted on my property will be far greater and have had past experience when the dyke was increased 2 years ago my property experienced significant damage via transport of wagons and vibration next to the property. My property also required cleaning externally once per month during the works due to the dust levels and feel this will be a massive negative impact on the environment.
- Loss of Privacy - There would be a significant loss of privacy to the residents near the junction of Village Close & Highfield Place with traffic noise increasing from 7 homes to 126.
- As an older couple, our health and wellbeing depends on being able to get out into our garden and enjoy this space. If the plan is to use this road as the main route for access and egress, this will surely have a detrimental impact on our health, wellbeing and mental health as we will be prevented from doing this for the reasons I have outlined above.
- We live at 1 Highfield Place which is directly on the road which has been proposed to provide access to the new homes which will be built further into the site. This also means that the road will be used as direct access from the compound to the new building site. Having bought one of the first homes in Stephenson Park and having had to put up with living on a building site for most of the 4 years here (the roads were only completed earlier this year), I object to my living area becoming a building site again. If the proposed plans take place we will have construction vehicles using the road, causing traffic, spreading dirt and mud, and to be honest it is totally unacceptable when there other solutions available with work not yet started. In addition to the aggravation and stress caused by this upheaval, we have a street where lots of children play and this will cause significant danger to them as well as traffic issues - causing noise and environmental pollution.
- Disturbance - what/where are the plans for the building depot? Having lived on the estate through the expansion of Stephenson Park this was horrific and honestly traumatic (promised no weekend work but work going on most weekends, the constant reverse beeping as no one seemed to know what 1st gear was).
- Nuisance - as already mentioned under point 3 but to expand, the damage to existing roads/paths/homes/vehicles - are Bellway going to pay for window/car cleaning etc.
- Contact points - who can existing residents directly contact during the build?
- The residents that live on Killingworth Rd and the edge of Clousden Grange are already affected by noise & disturbance. The noise from loud music from cars while sitting in backed up traffic is constant for several hours from early in the morning & disturbs the peace. It can be heard even when our windows are closed, to say nothing of destroying the peace when enjoying our garden. Its unimaginable what it will be like with another 500+ houses with several car owners per household further contributing to it.
- Pollution - more cars on what is already overcrowded roads will be devastating to nearby residents' health regarding fumes and also to the wider area. The roads around this area don't have the capacity to take the amount of traffic already. I know there are great big housing estates in the likes of Cramlington but

they have the road network to be able to absorb it better. This area does not. I don't know how this can be helping with climate change and the environment. If it were affordable homes it would still be an issue but these are truly not affordable homes for the average first time buyer.

- Query regarding distance between properties and existing dwelling.
- Loss of the area for exercise.
- The increase in pollution and noise which will be a product of the additional traffic is of great concern and I strongly object to this whole proposal. the impact on the wildlife is covered briefly in the vast amounts of reports all appear to discount this as a none issue with contempt, this subject needs to be fully assessed and proper solutions put in place not use box ticking exercise.
 - By building such a large number of houses on one specific plot of land, this would cause not only a visual intrusion, but would encourage less people to walk this way. The view over North Tyneside from the track is absolutely stunning and a lot of people take pride in that. It would also be a disruption to nature by building houses over a bridal track for horses which is usually easy access between stables into quiet fields like this away from roads and cars and crowded areas.
- This site will have a massive impact to the residents of Killingworth and surrounding towns especially the houses that overlook it as there will be noise dirt/dust and visual pollution for what will be an extended period of many years as the developers don't know what may happen over the coming weeks months and years and will almost certainly struggle to sell (what will turn into thousands of homes) in an area with little to no amenities.
- The Gas Monitoring records uploaded on 10 January 2023 are dated from 2018 and 2019. Why has it taken so long to share these records? They show extremely high levels of methane and carbon dioxide. More monitoring has taken place in the last few months. When will the latest batch of monitoring records be shared? Hopefully not four years after the event!

Drainage and Flooding

- Inadequate drainage
- Pollution of watercourse
- Consideration should be given to prevention of flooding of surrounding areas from the higher ground that is Killingworth Moor as a result of the development.
- Water absorption land to control potential flooding.
- The area is already suffering bouts of flooding as insufficient drainage and the moor itself has areas of concern as water is coming up from the ground itself. I live Stephenson Park and we have had movement on our property and front/back garden so further houses being built will worsen the land further.

Infrastructure

- There is not enough resources i.e.: doctors, dentists, schools in the area for over another 500 households. It is hard enough to get appointments at any of these, building more houses will spoil the area. Or are the council just thinking about money.
- There will be a lack of school places, overcrowding of supermarkets.

- I am writing to you to convey my disapproval of the construction planned to go ahead imminently on Killingworth Moor.
- Impact on GPs and schools
- I strongly object due to the strain this is going to place on local facilities i.e. already considerably oversubscribed schools in the area, along with creaking health care. It has the potential to add 1000's more children to the area and where are they going to go to be educated? Have local schools been consulted to see if they are capable of taking additional pupils? The properties going to be sold with the promise of being able to get into specific schools. Is there capacity within the doctors & dentists in the area to take the huge influx of patients? It is difficult enough to get a doctors or dentist appointment in Killingworth at the moment; that is going to get considerably worse.
- In recent years much green space around Killingworth has been used for residential property building. However no extra provision is in place for schools, medical or other requirements. Some of these are planned, but not for some time ahead.
- This can only increase further the burden on local health services, who are already stretched to the limit, not to mention the schools, and would certainly increase road traffic in the area.
- Also the impact on schools, doctors and dentists in the local area, which are already currently struggling.
- With all this housing development, there seems a disproportionate lack of investment in improving the infrastructure of the surrounding area to meet demand in a timely manner (example provision of schools, GPs, etc). It seems that the housing stock will be built first, significantly increasing the residential population and thereby putting pressure on what are probably currently over subscribed resources and amenities.
- I would also like to ask where and when the additional amenities such as schools, parks, doctors, shops meant to be developed? Currently it appears like the council is planning to put further pressure on the existing facilities rather than helping to relieve the burden on these services.
- Over burden of health facilities. Build in nursery and education provision for future families.
- My main concern is the lack of shops, open space and amenities. This amount of housing needs an infrastructure in place. Schools, parks, restaurants, shops and outside recreational space. Has this been considered or factored in? Will there be shops, coffee shops, good places as part of the plan. There is a shortage of nice places to go currently for the residents you already have.
- Amenities: There must be provision made for amenities. A shop where bread, milk and a newspaper can be bought without necessitating using the car. A community centre where events can take place for example children's activities, again allowing families to walk and meet other local people. A pub and restaurant. It would be nice to see some small businesses rather than yet another business park with a supermarket and chain restaurant. Other areas which are perhaps more affluent have these amenities and residents will travel e.g. to Whitley Bay or Gosforth to take advantage. Why not have such amenities locally? There are plenty of people who would be willing to pay for a nice coffee or glass of wine.

- There is no infrastructure being planned. Cannot have an extra 2000 people with no extra doctors, dentists or schools.
- All surveys are out of date and were based on infrastructure being changed. The developer has refused to do this so all the new infrastructure for traffic has been lost and this development is not possible. Also this land was to have a new health centre, shops, schools, nursing home and none of these are built. The local infrastructure cannot cope with these additional people.

Other

- Precedent will be set
- This application should be rejected and resubmitted with more consideration given to existing residents and the surrounding area.
- The surrounding area is congested with traffic and the environmental impact of even more cars and less wildlife is devastating to the community.
- It's an intrusion on the residents that have lived around there all their lives, walking their dogs and enjoying the landscape with the wildlife.
- If we've learnt nothing from this pandemic surely it's the need for space! The moor provides this for the local community an opportunity to walk in fresh air and the wildlife to be at home -this was never more evident during lockdown! As we move into the next phase and I expect many more as we tackle this virus the development will drive more people to our coastlines such as Whitley bay Tynemouth and North Shields to escape causing large crowds and further social distancing issues that we should be avoiding - feels like we never learn! This will be an environmental disaster for everyone!
- Humans also need to consider their mental health and need open spaces for exercise & wellbeing. Not more intrusion & pollution.
- Inadequate consultation - a few measly posters attached to lampposts. Personally and sensitively notifying residents surely is the very least that should have been done.
- It provides a place where people can enjoy the outdoors while being close to home, something so necessary in the hectic and fast paced society we all live in today. I pass through the moor daily on my commute to work on my bike, I use it to run, while myself and my parents walk my dog there. To disregard the necessity and centrality of the moor to so many people's lives is simply unacceptable. I cannot emphasise to you enough the upset and distress that the planned construction is causing.
- I live Simonside Park (have done for 32 years) my bedroom overlooks the lovely green spaces we have on our doorstep. We go walking most days over the fields and surrounding area, taking in the scenery and wildlife.
- We already have too many new estates in the area. Losing all of our recreational areas.
- Who will benefit from these houses other than Bellway and the Council? Maybe wait to see the effect of all the other new builds in Killingworth and close neighbourhoods before agreeing to this one.
- The council are loath enough to spend money on upkeep of Killingworth as it is never mind expanding their remit.
- The plans for the Moor contradict the leading edge climate change science that informs us of the need to preserve green and natural lands which are being

wiped out at an alarming rate and all of the problems associated with the type of continuous urban area that Killingworth would become if these plans are realised.

- Wreck the natural resources of the area.

- Impact on Dark Skies – the Killingworth astronomical society benefits from the lack of buildings and artificial light.

- Reference to the decision to approve housing on the playing field at Backworth.

- When Bellway started building at Stephenson Park, my husband and I were intimidated by workmen who were felling a copse without permission of North Tyneside Council. The council promote residents' mental health and then undermine it by allowing so much development around the area.

- We moved here five years ago and are already getting hemmed in.

- I am writing to you to object to the planned development above reflecting the collective anger of the Stop Killing Killingworth group of hundreds of local residents having been reassured by an E-mail from my MP Mary Glindon on October 2nd stating:

"I note that you have received a full and in-depth response from the Planning Manager, which I hope you find helpful and gave you reassurance about your immediate concerns."

which reinforced what I believed were real assurances about our concerns for Killingworth from an E-mail from Jackie Palmer from September 22nd about which I informed the group that no building work was going to be commencing in the near future. Imagine my surprise when not a month after Mary Glindon MP's confirming reassurance, that planning permission IS being sought which completely contradicts the email.

- These plans are completely out of step with what is happening in the world today in 2020, a world which has significantly changed since these plans were first mooted at the start of last decade or before not least because of the Corona Virus pandemic but also because of the urgent Climate Change imperative due to new research this decade that places a premium on the conservation of green and natural lands all over the planet for the good of us all and especially future generations of our children and grandchildren. Watch Sir David Attenborough's 'A Life On Our Planet' film ASAP for general background if you're unfamiliar with the science. I tuned into yesterday's Newcastle City Council Climate Change meeting via YouTube and was pleased to see they are making encouraging steps towards reducing the city's carbon footprint with a variety of measures to reduce congestion and implement a clean air zone yet our local Town planners and building groups - and North Tyneside Council complicit with them if allows it - are ignoring all warnings from leading edge scientists about the impact of climate change and what to do about it, a short-sighted policy in the extreme which has to be halted and reversed for the good of the local area and its residents.

- I spoke to representatives of the Banks group last December at the meeting in Forest Hall and they told me the Killingworth development was only one of several potential sites for their planned housing estates and an alternative site would be found if the plans were rejected so it doesn't appear to be the kind of life or death development that building on land that has become an absolute Pandemic Panacea for local residents might be. One said to me this afternoon when he realised that the last of Backworth fields that his grandkids play on are being disgracefully built on -

"If all of the land around us goes, we'd be forced to go elsewhere and (potentially) spread the disease around". One hopes that the Covid-19 pandemic will only be a temporary blight on our lives for several years at most but there are

no guarantees at the moment that this will be the case and experts warn that even if this present virus goes away like the Spanish flu did 1918-20 after a couple of years or is able to be contained and managed, other viruses of the same and different strains could well emerge in the next few years or decades so having fresh air and green lands around us for walking, exercise and dog walking as a constant Pandemic protection for the physical and mental well-being of local residents is so vitally important.

This latest, very pertinent reason why building on any of Killingworth Moor should be a non-starter is on top of the wealth of natural reasons that already exist and have been brought up before – it is an area of natural beauty, contains wildlife and animals from deer to badgers, butterflies to birds and everything in between plus is an area of local Dark Skies used by the Killingworth Moor Astronomical Society that would be wiped out by light pollution. This is not to mention the building work's impact on noise pollution levels, increased traffic which again endangers kids lives - if their playing fields are taken away like Backworth for instance, they'll be forced to 'play' on more dangerous urban areas & roads which will be busier than ever -

and if these houses are ever built, hundreds of new residents will be a drain on already dwindling resources in schools and local amenities like dentists & doctors which are already oversubscribed and overpopulation would spoil the character of the area. Killingworth, for those who view it more than an area on a map ripe for plunder, is a lovely village and Town of historical significance, the former dwelling of genius inventor of The Rocket, George Stephenson, whose house is still in the area & the local high school is named after and is an important buffer between the urban areas and green lands and all of the myriad problems of continuous urban areas (conurbations) that would occur otherwise and protecting & respecting its independent value and importance will be a giant step towards the preservation and conservation of so many rich natural resources on our doorsteps.

Think of the existing thousands of residents who enjoy living here in a place already at its comfortable maximum density not of the thousands in profits that could be made just as easily elsewhere in the region as the builders have already told me is the case, perhaps why my MP Mary Glindon reassured me that our residents group had nothing to worry about.

- Killingworth Backworth residents need the natural open space for health and wellbeing. This is our little oasis to walk jog cycle and enjoy a precious natural open moor. There is nothing like it nearby. Covid 19 studies show dense populated areas are a breeding ground for viruses to spread. Building on this land will just force us into our cars and make the coast and countryside even more crowded than it is already. And don't think wildlife corridors will be a substitute because they just aren't. Please don't grant planning permission to build on this land. Your planning officer told us there were going to be 50 houses built on the North East side of the moor and that was it. What's going on?
- Impact on the residents who live in the surrounding estates. During lockdown dog walkers and current residents have used Killingworth Moor to enjoy the fields and wildlife and for Bellway to be allowed to destroy that for unnecessary housing due to greed is disgusting. Do the right thing, say no to Bellway for once!
- Use of Killingworth Moor for recreation. The paths have been very popular in lockdown.
- Reference to climate emergency.

- This is appalling. I recently bought an older property in Killingworth as I enjoy the outdoor spaces for walking, exercise as suffer from anxiety and other mental health issues. The wildlife & people need these open spaces not intrusion and loss of civil rights.
- I hugely object to this. If you carry on building on land we won't have any left. It's beautiful scenery with lovely wildlife and perfect for exercising. Rather than build more houses make do with the ones we've already got.
- During my 40 years on the planet I often have visited Killingworth Moor and class it as a mental sanctuary for myself and now also my wife and children, there has to be a point where development can no longer continue in certain areas or this will be lost.
- There are too many houses being built on land where the land involved improves the quality of life for the current residents and wildlife.
- Yet more housing on what should be protected land.
- Whilst I originally submitted an objection to the over development and urbanisation of Killingworth Moor, I realise this was now futile as none of the points made were not considered in the plans. Whilst I appreciate this development is going ahead, I would like to raise the issue of consideration for existing residents of Killingworth. So many times, we hear about supplying the demand for new homes and what this will bring to the local area, however it appears as though there is very little consideration given to the existing residents of Killingworth, who are forced to put up with extensive, ongoing long-term disruption to their quality of life and environment.
- During construction of the smaller Stephenson Park estate, we endured years of disruption which caused significant distress to me and my husband.
- Changing minds and stopping a course of action & halting plans when they are as wrong as these building plans is not a sign of weakness but the right thing to do and a sign of enlightened leadership and good use of reason & common sense especially in unique times such as these.
- This was never explained at the time of buying this property otherwise would not have bought.
- I would like to register my concerns about the recent planning application to Moorfield Drive. We have a lot of children on the estate and they all love to come and play in the green at the top of the street. I myself have grandchildren who love to play out on bikes and scooters. I really would not be happy for this to be the case if the street was opened up. Also we bought this house 3 years ago and were told it was a closed Estate like other around us. Does this mean we were lied to or miss lead at the time of purchase.
- We were not aware of expansion in front of the estate or of future access through the estate & the cul de sacs.
- The preliminary development by Bellway of Stephenson Park has already demonstrated that the infrastructure in this locality is not equipped to deal with housing expansion. The merits of any additional housing are far outweighed by the negative impact on the local area and existing residents.
- I am surprised that the development will cover arable farmland since this seems to be at odds with the Council's policy of reducing its carbon footprint.
- I am looking for clarification of when the planning permission for Stephenson Park

(14/00730/FUL) was amended to relieve the builder of their obligation to complete the landscaping and ponds within the southern boundary of the estate. This is clearly an integral part of the planning and all images and plans show this. The planning permission clearly states that all landscaping and planting should be complete by the end of the first planting season following the occupancy of the last property completed on the development. Without the application being amended and approved, I believe the builder would be in breach of the planning application and I would expect an investigation by the planning department. That was over two years ago, the work has not been started and the southern part of the development has now been conveniently included in this new planning application. The builder sold over 100 properties using the original plans to lead residents to believe that the estate would look over an attractive natural vista, and now with what looks like the council's approval, have been able to amend the plans to maximise profit and go back on their obligation to complete the development.

- When we purchased our house we were not aware of the intention to build 565 houses. We believed we would be living on a select site with a limited number of dwellings.

- I also see that the Planning Statement states that the Council will benefit by increased Council Tax receipts of approximately £1.1 per annum with £2m in New Homes Bonus payments for the development. This development and the larger Master Plan will adversely impact the local area. Either get the developers to pay for full traffic calming measures to protect existing local residents or use some of the additional Council revenue to pay for it.⁷

- We were assured Killingworth Moor would not be built on.

- We are told the planners will provide walk-ways for people and wild-life but a brief walk around the new estates shows the main consideration is number of houses per unit area. Consideration for the "environment" and for people's mental well-being is absent or minimal. These "nothing special" open spaces within walking distance are invaluable. It is possible within the relatively small space of the "moor" to have space on either side and look into the distance. It is too far for me to walk there regularly but sometimes. "We" should be leaving space so we can walk to such wonderful places. Even the people who move into these new homes are quickly realizing they are "being short changed"

- Area is of local historic interest.

- Local communities are losing their identity.

- More farmland will go under the bulldozer and the dark area at night will light up.

- The quality of life for all will degrade.

- We trust that the comments we have raised will be taken into account during the negotiations on the planning application. We accept that the development will go ahead in one form or another but believe that the requirements of the existing residents need to be taken into account. We would stress that our previous experience of Bellway's performance during construction is not good.

- Insufficient capacity in surrounding already struggling schools, GP & dentist practices to cope with an approximate 2000 increase the population.

- Killingworth Road and West Lane already at capacity during morning rat race following the addition of Stephenson Park & Backworth estates. The proposed Metro station and additional roads need to be improved/built before any housing applications in the area should be considered.

- North Tyneside Council has no democratic mandate for damaging our environment and further affecting climate change.
- Someone has to take responsibility in the face of population increase. housebuilding spiral. The land is finite.
- The Council has a duty to raise awareness with the government otherwise they are abetting the government in environmental damage and fuelling climate change.
- This is our heritage and nature at its finest.
- No need for more housing in the area.
- Houses: new houses must not rely on gas boilers. There are alternative sources such as solar and heat pumps which when used on a collective basis will be just as efficient. It is incompatible with our drive for net zero for new houses to be built which burn fossil fuels. The building methods should also focus on sustainability with appropriate building materials and methods employed.
- I am from Glasgow originally where there was a ghettoisation of people in estates such as Easterhouse because while the houses were an improvement on the previous inner city dwellings there were no amenities and no transport links. It is assumed that everyone now has a car but that is not compatible with a carbon neutral future. It would be lovely to see small businesses thrive in any new estates. I live in Killingworth village and while we lack a corner shop we do have 2 pubs and a church with a community hall. I would also stress that I am 33 years old and so I am not harkening back to the good old days I am putting forward a viewpoint that is surely shared by all ages.
- Who decides the criteria 'affordable' and does it actually relate to local salary
- There are plenty of true brown sites that could be developed and amenities are already in situ. North Tyneside won't be happy until it is a sprawling mass of miss matched housing with poor facilities and lacking educational places for children.

13.0

3 letters of support:

- Houses in the area are needed badly. Fingers crossed this gets the go ahead.
- There is a massive need for new homes, and they need to be built somewhere. Everyone wants new homes built just not near to their own new homes. A bit hypocritical.

14.0

2 general comments:

- Please provide further clarity with regards to the construction phasing. Where will the construction site compounds be located? Where will the site be serviced from? Can we have confirmation that Moorfield Drive will not be used as a route for construction traffic?
- Please issue a site plan highlighting the proposed locations for social/affordable housing.
- Has a proposed construction programme been issued? When will works commence if approved? Obviously the original timescales stated in 2017 won't apply.
- I live on Moorfield Drive and was always aware this was going to happen so have no objections. The only thing I wish to know is how the road from Stephenson Park estate to Simonside Way is going to be severed (if at all) and the confirmation that Moorfield Drive will not be a through road and a simple cu de sac or the like is being added to the end of it?

15.0

34 letters of objection to re-consultation in May 2023:

Impact on open space, wildlife and landscaping

- Adverse effect on wildlife
- Impact on landscape
- Loss of/damage to trees
- Loss of greenspace
- The local community will be impacted by the loss of green spaces, essential for our physical and mental well being.
- Destruction of natural habitats
- Affect character of conservation area
- Inappropriate in special landscape area
- Within greenbelt/no special circumstance
- Stop building on green spaces
- Where will the wildlife go? There are many different plants, animals and insects and it is also a quiet area for people to enjoy away from traffic and built up areas.
- Surely there must be some non green areas if houses are needed.
- The wildlife has already been heavily affected by the homes built between Castle Park and Northumberland Park. The wildlife will be forced out of its remaining habitats if this development goes ahead.
- It's absolutely sickening to see proposal after proposal for overbuilt housing estates within such a beautiful green belt. North Tyneside Council keep using a "Go Greener" stance within the community yet seem intent on digging up any green area within the Killingworth/Backworth area.

It's a beautiful peaceful area which people moved to for the scenic views and quiet life.

These proposed plans for thousands of homes will disrupt everything we love about the area.

- Loss of green space. This is the only green space within walking distance in the area used by many residents for dog walking/recreation.
- Loss of habitat for wildlife.
- I believe this development will have a long term damaging effect to local wildlife with the inevitable destruction of their natural habitat.
- Killingworth Moor provides a habitat for several invertebrates, birds, small mammals, and larger ones (I have seen several Roe deer there).
- There has been no consideration for the "environment" and for people's mental well-being is absent or minimal.
- Killingworth is losing beautiful green space that has local historical interest, and its own identity is being swallowed up and becoming an urban mass of houses with no distinction between other local areas just a mass of housing with no character.
- Stop Building on all the green spaces leave some for future generations.
- Loss of green space/countryside
- Killingworth Moor is one of the only green spaces left in Killingworth and the surrounding area. It is a beautiful site which is full of wildlife such as birds, deer and great crested newts. Green space is so incredibly important for people's mental health, and also wildlife biodiversity. North Tyneside council are encouraging the public to 'go green' while encouraging extreme house building on the County's green spaces.
- NTC really ought to decline these plans or risk ecological chaos.

- North Tyneside Council LA has little green space as it is and this proposal offers a huge reduction of what space we have as residents. There will be no distinguishing features as you travel between different areas.

- Wildlife will be severely affected birds, bats and deer all inhabit this area. We know access to green spaces helps people in terms of mental health, what are we affording in terms of this for future generations? Let alone increasing pollution? Public transport plans do not demonstrate how an infrastructure is in place to prevent this.

- The local community will be impacted by the loss of essential green space and wildlife will be heavily impacted.

- We would also like to state that we believe that the removal of such a large area of green land will have a substantial negative impact on the local environment by significantly increasing air pollution and that this is likely to increase actual levels of physical illness in local residents. We are concerned also that there will be an increase in local residents suffering from adverse mental health conditions whether that be caused by increased traffic congestion or the lack of open space that they may enjoy.

- Do we really need an extra 1000 houses that this and the other planning application currently before the council. It will further diminish the green area around Killingworth, overload already busy roads and existing services. I can stomach the solar farm as necessary.

However cannot see what benefits yet another great sprawl of houses will bring. Killingworth was a quiet, pleasant place to live with ready access to pleasant walks/bike rides through the fields. Make no mistake, these developments are ruining the area and for what? Big profits for the builders and extra revenue for the council.

- The loss of the Moor will be a loss to the whole borough. I struggle to think of many open spaces left where access to nature is so easy. Surely there are brown field sites that can be re-developed first. Smiths Docks being a good example.

- Green spaces within the new developments. The development to the right of the Stephenson Park seems to have green space included. The development to the left, seems bereft of much outdoor space. The theme here is the promotion and wellbeing of the residents who can enjoy a sense of 'space' around their homes.

- The UK has experienced a 13% decline in the average abundance of wildlife since the 1970's. This is happening across the entire country and I think that the amount of bees and butterflies that you see these days is far less than what there used to be. Luckily, the moor still attracts lots of these insects. Small wildlife corridors like the ones that are planned and consist of tiny, manicured hedges are not enough to sustain this population.

- Since the 2017 Local Plan was created there has been a huge amount of new housing in the area; the estates near Miller and Carter at Gosforth Park, houses near Holystone and the Rising Sun, houses near Rake Lane hospital and the vast new estate at Backworth and on Castle Square in Backworth. The plan was created nearly 7 years ago and does not take into consideration any of these new developments, which provide a large amount of housing for the borough. I also note that a very small percentage of these houses were classed as affordable housing and most were sold for £150k +. I am not convinced that North Tyneside residents believe that the council are committed to preserving our environment considering green space in the borough is being diminished

extremely quickly and even the green belt is now being used for things like 56 hectare solar farms which completely ruin the character of the area.

- There are many brownfield sites which could be used such as the derelict land and buildings near Eccleston Close in Backworth (Backworth Business Park) which have not been developed. It seems completely ludicrous that you would choose to build on a greenfield moor instead of wasteland like the one in Backworth.

- The Environment Agency may not currently object to the plans (they previously did) as they will have only been at the moor for a few hours, meaning that they will not have seen the moor in every season or time of day. We regularly see deer on the moor but this was not mentioned at all in any letters or correspondence from the Environment Agency. You did not mention anything about the presence of Great Crested Newts in your email, which are protected under law.

- I also note that many of these consultee comments were made in 2020 which is over three years ago and before the damaging effects of Covid were recognised.

- The moor continues to be a beautiful place for wildlife to thrive and allow people to improve their mental and physical health.

Traffic and road safety:

- Poor traffic/pedestrian safety

- Poor/unsuitable vehicular access

- Traffic congestion

- Local roads are already overly congested and the lack of any suitable major route to service the new development will put a further burden on existing roads and local residents who have to live with traffic pollution, (fumes, noise, speeding and disturbance) and poorly maintained roads

- Traffic congestion

- The current road network is gridlocked so these extra homes will increase traffic levels. The extra traffic will go against the "Council commitment to reducing emissions" so you are clearly contradicting your own policies.

- We couldn't cope with all the added road and foot traffic.

- Increased traffic congestion as a result of the proposed development. Local roads are already congested.

- I am extremely concerned at the level of traffic even more houses in the area will cause. The traffic has become unbearable in this area at rush hour with lots of cars speeding and taking shortcuts via B1317 rather than A19 which in turn means speeding and several accidents on the bend beside Orchard Close.

- This development and all the traffic that goes with it will result in higher levels of pollution in the area. I also have concerns regarding the pressure the extra residents will put on our already unable to cope GP surgeries, dentists and schools.

- Application of traffic modelling data in response to the application made in 2019 (refer to 19/01095/FULES and 19/01089/REG3ES), Highways England expressed concern that the traffic modelling used was insufficiently rigorous and requested that further research and modelling be carried out. The number of these inaccuracies throughout the report is clearly of concern for such an important issue for many local residents and therefore raises questions regarding the reliance on this and all other documentation provided. NTC is fully aware that the traffic volume along the B1317 is above its maximum traffic volume shown by its own traffic count reports. The additional volume of traffic from these additional

homes will put unacceptable strain on Killingworth Road and West Lane through Killingworth village.

- The current speed limit is 40mph and only reduces to 30 mph on the approach to Orchard Close. Not that any cars abide by the speed limit.
- I have lost count of the number of crashes on the bend approaching the village.
- Has anyone even looked into how many accidents have been recorded on the bend of Orchard Close? (or not recorded as the case in most incidents).
- The societal infrastructure of the surrounding area is simply not geared up to accommodate additional residents leading to an all round worsening of quality of life. The proposal does not adequately address the issue of people movement / public transport, and in the subject appears to be incredibly weak and ill thought through (not that much thought appears to have been given). Simply providing low denomination Pop Cards free of charge to new residents in the hope that it encourages public transport use is not a strategy, and is of no substance. A proposal such as this demands comprehensive thinking about how the movement of people, goods and services will be accommodated in the short, medium and long term.
- Impact from construction traffic.
- I wish to wholeheartedly object to this, the latest in a series of plans designed to destroy the local area and what is left of the green land and wildlife natural to the surrounding area of Killingworth, a historic township famous for George Stephenson, which will have its unique land identity robbed forever and Backworth which has already lost so much cherished by its citizens including its children's playing field and football pitch.
- Building on this land contravenes the Government's latest housing policy guidelines regarding standards of "beauty, quality and design" as introduced by Robert Jenrick in 2021 and government guidance for "communities put at the heart of the planning system" as the current Minister for Levelling Up, Housing & Communities Michael Gove insisted all new housing developments must adhere to in December 2022.
- As one of the organisers of the Stop Killing Killingworth group, I can assure you all that these proposed developments to wrap Killingworth & Backworth in a conurbation of housing estates do not put the community at the heart of the plans and if sanctioned would destroy natural resources which are held dear to hundreds and thousands of local people and support their physical and mental well-being not to mention the birds and animals which live on these lands.
- - Harmful to infrastructure (roads etc) which are already under pressure.
- We realise that this land has been allocated for housing and there is little we can do about that although it still seems like a vast amount of homes without sufficient road infrastructure. Our main concern is that there are no longer plans for the road severance to stop traffic cutting through Killingworth village and coming down Killingworth road and West Lane. I thought this was previously meant to be given some consideration. With the vast amount of proposed houses that will bring an enormous amount of extra traffic. Surely the residents around Killingworth village, the cottages on Killingworth Road and the Clousden Grange area of Forest Hall can be spared even more traffic as this road already has enough. The residents are going to be greatly impacted if nothing is done to stop extra traffic from coming down Killingworth Road and through Killingworth village. It is going to lose its feel of a small village. There is already a great lot of speeding in between the calming ramps (mainly work vans who don't care about damage to the vehicle) also the build up at the bottom of Killingworth road is very

noisy especially at peak times. I live on the Clousden Grange estate and I regularly hear very loud music when traffic is backed up while waiting at the traffic lights to enter Great Lime road. This is not only a nuisance but a health concern due to the fumes of engines running while queuing. Enjoyment of the back gardens are lost because of the noise.

- Our main concern is that the roads will not be enough to cope with all of the additional houses.

- I note that the highways agency had commented that the final version is not available for comment so I wonder how this can proceed without finalised plans in place? I believe that the government cut 10 million pounds worth of funding which was to be used to develop the proposed new spine road, which concerns me that the proposed housing will start to be built in the first instance then with the roads to follow? Surely we need the new roads first with consultation? I am concerned at the proposed access to Moorfield drive which will divert at the entrance to Stephenson park (Moorfield Drive) flowing through to the 'new spine road' the access is already on a sharp bend, adding the capacity for more traffic will cause a potential rat run, as not everyone will need to travel via great line road etc and again considering adding buses along the new estate to the B road? This road already cannot cope with the traffic from the estates at west allotment and holy stone. There has been no traffic/resident surveys as far as I am aware, the plans have changed several times too. How do we know this spine road will help? I don't think it will following the traffic I see everyday they will continue to use the B road. Pedestrian access is limited within the access plans.

- The proposed metro station is not accessible on a suitable walking distance, a lack of information. Is available in terms of the actual travel plan?

- This will further push traffic down our residential street which is already used as a rat run for the poorly sequenced traffic lights at the junction of Killingworth Road & Great Lime Road. The road infrastructure is not capable of traffics that will accrue from this number of homes.

- I Strongly object as not enough amenities to cope with so many houses. The main concern is the roads need to be in before the house building commences. There should be some road severance to avoid even more traffic coming down Killingworth rd, Killingworth village down to West lane. The village will lose the feel of a small conservation village. The residents on Killingworth Lane and Clousden Grange estate already have to put up with traffic and traffic build up leading to the traffic lights to enter Great Lime road. If there is no road severance then Killingworth road will be over capacity. The cottages are very near the road and also the housing estate where children come in and out will be at greater danger due to traffic.

- Local roads are already congested and this new development will put a further strain on existing roads increasing traffic pollution.

- We wish to object primarily on the basis of the increase in the volume of traffic and the detrimental effect that we believe that this will have on the surrounding local area particularly the Killingworth Road, Killingworth Village and West Lane areas. We note that a Site Wide Traffic Assessment is now included (Appendix 7.2) which models the cumulative impact of all the main Killingworth Moor development proposals and the 2000 new homes that these represent. This view is welcomed and it is essential that all of the proposals are considered as a whole due to this cumulative impact. However, we have to strongly disagree with the conclusion made in the report with regard to the impact of the increase in traffic created by these proposed developments on the B1317 Killingworth Road and by

association the immediate surrounding residential areas including Killingworth Village and West Lane. Table 8.18 in the document clearly shows that even with suggested new mitigation the traffic levels will be well above acceptable on the B1317. The report authors have stated in Section 8.76 that they do not consider the impact to be severe however we simply do not accept this as correct. The data shows that the Degree of Saturation will increase to 109% and wait times increase to over 5 minutes at the B1317/Great Lime Road junction. These figures represent a really significant increase in road usage and congestion in this area. This can only have a very significant negative impact on local residents. Even with the recent traffic calming measures on Killingworth Road and the proposed ones for Killingworth Village/West Lane and the Great Lime Road junction the additional amount of traffic projected on what is already a road at capacity (Capita's own assessment of the B1317) can only be highly detrimental to existing local residents' well-being and actually present real risk both physical and mental. Queuing at the B1317/Great Lime Road junction particularly during the AM peak period which is shown in the report to be the worst affected by the proposed developments has increased significantly recently following the rescheduling of the Great Lime Road junction traffic lights. Additionally, the road is already being subjected to increased usage due to the other new and significant housing developments that join it (east of the A19/Backworth).

- We understand that the re-scheduling of the traffic lights was instigated by North Tyneside Council to mitigate over-capacity by deterring usage however this simply has not worked to a sufficient enough degree. Rather the longer "waits" at the traffic lights have led to local residents being subjected to increased levels of congestion and pollution. This is already creating difficulty, stress and anxiety for local residents. The report data clearly shows that the cumulative impact of the proposed developments will significantly worsen the situation and this is not acceptable.

- Section 8.78 of the Transport Assessment states that no further physical mitigation can be provided and this is incorrect. A very effective mitigation measure would be to introduce a bus-gate on the B1317 as detailed by the developers themselves in their original consultation. We understand that the consideration of this mitigation measure was excluded from the Transport Assessment at the specific request of a North Tyneside Council officer apparently because that individual did not favour the idea. We have previously raised concerns over this individual's actions in doing this and the data within this Transport Assessment confirms to us that those concerns were very well founded. There is a very strong probability that those actions will cause considerable direct detriment to local residents. Again, this is something that is not acceptable.

- Section 2.21 states that the B1317 has a 2.0m wide footway on at least one side of the road. This is inaccurate also as the pavement is considerably less than 2.0m wide in multiple areas. This indicates that the report authors have not actually surveyed the area correctly and again makes us doubt the robustness of their conclusions. The increase in pedestrian usage caused by the proposed developments is likely to make negotiating these sections even more hazardous for members of the public than it already is.

- For Killingworth Road, Killingworth Village, West Lane and the immediate surrounding residential areas we simply do not believe that the existing traffic mitigation measures, the new ones about to be implemented in the area and the

one proposed in the Transport Assessment will be in any way sufficient to protect local residents from the negative impact of the increase in traffic caused by the combined proposed developments. We do believe that this negative impact is well above a level that is acceptable, that previously published information and the data in the Transport Assessment is conclusive of this and that this view would stand up to legal scrutiny.

- As per the initial consultation the proposed Link Road for the entire Master Plan and the bus-gate on the B1317 should be in place before any properties are constructed. Certainly, the bus-gate is not really that much to ask for considering the scale of the overall development and the highly detrimental impact that it will undoubtedly have on the Killingworth Road, Killingworth Village, West Lane and immediate surrounding areas.

- We have always reluctantly accepted that Killingworth Moor was going to be developed in accordance with the Local Plan. However, that acceptance was conditional that works would be carried out to reduce the through traffic on the B1317 Killingworth Road, on which we live. We understand that the method to be adopted was to construct the spine road through the development first which would allow the stopping of Killingworth Road at or about the entrance to Stephenson Park (SP) or the entrance to the Waggonway, (TW) and that this would be done early in the construction programme. Whilst we have not examined all the documents, we have looked at the infrastructure phasing drawing 1625/101 and the construction phasing drawing 1020 - BEL18-006-P90ref B Both of which give rise to concerns.

- **Construction phasing** - We note that the first phase of the development is the area of land between S P and T W with access through the current entrance to S P. This means that all the additional traffic generated by the development will have to use the B1317. We assume that it will also mean that Bellway will reopen the dormant construction compound to the East of S P. During the construction of S P by Bellway, all construction traffic was supposed to enter and exit to and from the east. You will see from your own records of that time that this rule was more breached than observed, so adding to the traffic on the B1317 towards Clousden Hill, in front of our property. We cannot believe that Bellway will be any more diligent during the these phases of the construction.

- **Infra Structure phasing** - It would appear that the spine road will not be completed until year three. It is not clear if this is the whole of the spine road from Great Lime Road to the B1317 or just that portion that serves the various phases of the South East portion of the development. If it is the latter, then there is no way that the B1317 will be closed off. Since the internal estate roads are all connected to the roads through S P then again it is likely that the traffic on the B1317 will increase. This means that we will be considerably inconvenienced for at least three years, if not longer. We accept that some through traffic is essential (local bus services and emergency vehicles) which would be accommodated by a bus gate or rise and fall bollards.

- If our reading of the proposed phasing is correct, then we believe that it is not in accordance with our reluctant acceptance of the Local Plan. As such we must object to the proposals and ask that this objection be recorded.

- Road Access. Using the existing Village Close and Moorfield Drive roads as access routes into the new developments will increase traffic through an established quiet and peaceful estate. Why can new access roads not be incorporated to create smaller estates which will segregate the additional road traffic.

- Please include this, my request for robustness, when my local representatives scrutinise the developer's presented data relating to past and future traffic flow on Killingworth Road in order to ensure that all subsequent action affecting the daily lives and health of the immediate community is fully accountable.
 - Any historic data describing traffic flow on Killingworth Road should have been collected during school term times when peak time traffic is busiest, otherwise it is seriously flawed and resultant projections based on this will not be accurate. Note: Any data collected since the change to traffic lights schedule, which I believe was implemented to inhibit drivers using Killingworth Road, must also be discounted as this appears to be a temporary measure and may likely revert back to its more usual schedule making any data redundant.
 - Projected numbers of increased traffic on this same road should be a school term based figure or again the projection will not be representative of the traffic which flows for a school year of 38 weeks.
 - On behalf of constituents, can I ask that you scrutinise also the numbers of vehicles the developers have forecast each 'new' household will most likely own. Example: A three bed house may have 3 vehicles- 2 owned by the parents of the 17 year old daughter who also has a car.
 - Numbers of journeys at peak times need also to be checked for accuracy. Typically, families with school children will make several journeys on Killingworth Road during peak times. Example, two parents owning two cars and with two children.
 Parent 1: drives child A to nursery 7:50 am and then continues to workplace.
 Parent 2: drives child B to primary school 8:45 and returns home.
 Parent 2: collects child B from school 15:00 and returns home.
 Parent 2: on the way home from workplace, collects child A from nursery 17:30 and heads home.
- I trust that my concerns and those of all other residents regarding the increased traffic in our area will be given due attention by your officers.
- As residents of the first phase of the development we are not objecting to the building of the next phase per se, as we were always led to believe that there was a longer term plan for more housing. However we do object to the current road layout and access that Bellway have set out in the plans. Major changes were made several years ago when residents of Moorfield Drive objected to being used as an access road for the extension of the estate. Bellway have now bypassed most of Moorfield Drive, creating two new roads at the top of the estate close to Killingworth Lane and but have opted to use Village Close as access to a large number of the new houses. This merely recreates the initial objections of Moorfield Drive homeowners for a different group of current residents, which does not seem fair or equitable. Village Close is one of the smallest streets on the estate at present, a quite cul-de-sac of just 9 houses. We always understood that the Close itself may well be extended at some point with a few additional properties in the adjacent field, but the current plan has Village Close as the sole access road for well over 100 more properties. The junction of Highfield Place and Village close is already tight on space, with difficult viability. I fail to see why the additional houses to the south and west of the current estate can't also be accessed by new roads rather than creating massive disruption and increased traffic for existing residents.
 - Whilst I do not object to the building of the new properties, Killingworth Moor has after all been designated in the long term plan for development, what I do object to is the design of the road layout where-by over 100 new properties are

accessed via Village Close. The junction of Highfield Place / Village Close is a long sweeping corner, coming down from Highfield Place giving limited / restricted line of sight up Highfield Place from the Village Close junction. I would encourage planners to visit the junction to view this for themselves. Viewing a map doesn't really show the junction in its true light. Additionally this access route is adjacent to the two small green spaces for children to play on the estate in its current form, with one green space directly at the Highfield Place / Village Close junction itself. When the estate was originally built the intention / design was the access routes to future developments (and also bus routes) would be via Moorfield Drive. This road is a much wider, straight road providing clear lines of sight. Upon discovering this the Moorfield Drive residents campaigned against this and seemed to have been successful, with a very minimal extension / development to that street of approximately only 15 properties. However beneficial to Moorfield Drive residents the outcome is the problem is pushed onto other roads with a much less suitable road design. I would suggest also providing additional road access to this south western area of the development via Quarry Close. The current plans show only a very minimal number of additional properties will be added/accessed from Quarry Close, it seems waste to have an access route in place and not spread the traffic burden. Finally I hope restrictions will be put in place to prevent builders, contractors, plant and machinery from access the building sites from the existing roads on the estate. Being only six years old the roads are in very good condition but I fear a couple of years of heavy equipment may damage or cause unnecessary wear to the roads and speed bumps already in place.

- Object to any new houses to have road access via the existing Stephenson Park estate roads as they are congested enough at present. The proposed access via Village Close is totally ridiculous; it is the smallest and narrowest street on the estate yet if this planning application is passed it will be the only road access for most of the 100 + houses on east side of Stephenson Park. A totally independent access road from a new roundabout in place of the present junction on to Moorfield Drive should run along the eastern most side of the new house site parallel with the Killingworth waggon way to service these new houses.

- This morning (8:25 approx) a primary school pupil crossing Killingworth Road from the Clousden pub was hit by a vehicle turning onto Killingworth Road from Great Lime Road. The child required an ambulance. The child, as reported by a witness and the driver of the vehicle, had appeared from in between vehicles which were part of a long line of stationary traffic formed whilst awaiting a change to the traffic lights from red to green as they approached Great Lime Road. This is a crossing point for many children as they make their way to local schools on foot and by bike.

The child himself stated he could not see 'round the bend' as he crossed the road between parked cars. My point is that there is currently never be a point during 8:15 and 9am (Monday to Friday) when this section of road is clear of vehicles in the direction of Great Lime Road and as such what exists is an extremely unsafe crossing point for children. Drivers heading towards Great Lime Road will all too often hastily move off at speed when the green light shows due to the already lengthy waiting times, increasing the danger for pedestrians especially school children. The assumed increase in traffic on this road will exacerbate this problem and increase the risk to children and drivers. I ask that a

review of current plans is taken immediately in the interests of preserving life and life changing injuries.

Residential amenity:

- Will result in visual intrusion
- Loss of privacy
- Loss of residential amenity
- Loss of visual amenity
- Nuisance - fumes
- Nuisance - noise
- Pollution
- Nuisance - disturbance
- Nuisance - dust/dirt
- Out of keeping with surroundings
- Impact on air quality
- Impact from construction work with the development taking years to complete.
- The fumes, noise and traffic congestion are bad for people's physical and mental health and there is already a high incidence of respiratory problems in built up areas.
- Disturbance created during building process. Dust, dirt, litter, noise etc all experienced during building by local residents.
- Impact on joggers, cyclists, dog walkers, children and wildlife.
- The noise and disruption cause by building them would be abominable to local residents over a period of years and the additional industrial traffic would further choke roads already at breaking point as well and speaking of choking would pollute the fresh air in the locality.
- There seems to be no consideration for cooling the houses during the height of Summer. We love all the measures to keep our home warm in the winter but the house becomes insufferable in the summer due to the greenhouse effect through the large windows. Opening windows doesn't always provide the cooling that is required.

Impact on infrastructure:

- Too many 5 bedroom luxury homes built for huge profits. Not enough school places, shops, GP surgeries and clinics.
- There is no infrastructure to support such a development especially school places, gp services and public transport and retail services. Promises by earlier developers to fund these have not materialised.
- Our local amenities, schools and roads are already over populated. From thousands of homes!
- Urbanization affects mental health through social, economic, and environmental factors. It has been shown that common mental syndromes report higher prevalence in the towns and cities. Social disparities, social insecurity, pollution, and the lack of contact with nature are some of recognized factors affecting urban mental health. There are even more studies around now that are backing this up.

Other issues:

- This application is not in the public interest.
- Essential local facilities such as doctors are already stretched to breaking point. Our facilities cannot support hundreds of additional new homes.

- Please do not proceed with this scheme which will reduce the living standards of those already committed to the Killingworth area.
- North Tyneside Council - listen to your residents.
- The area is not being made into one big suburban metropolis of Bellway horrendous houses. Removing the spaces for each community. The natural village type feel which is so lacking in the area! It wouldn't happen in Tynemouth where the look and feel of the area is considered.
- I strongly object to this area being turned into yet another uncharacteristic housing estate eyesore.
- Build somewhere where you can create village type homes with character. Not ugly unfinished housing estates.
- You have already approved use of farm land near here for a solar farm. On green belt.
- Reconsider the use of previous farmland when there is a food crisis emerging - we all need to grow food not import.
- I would like to object to the proposed new development on Killingworth Moor, which is of local historical interest. Reference to Holy Stone, Holystone cross socket, The Chesters, possible iron age enclosure, Highfield Well and Killingworth Moor. The Moor is one of the few green open spaces remaining in Killingworth. We should be preserving our history for future generations not building over them to be forgotten forever.
- As a resident who would be impacted by this new development I find it rather odd that at no point during this consultation have I reviewed a letter outlining these plans.
- Removing sections of children's play parks for example in Backworth, how does that benefit the community?
- By going ahead with this development you will be impacting on people's physical and mental health and general well-being.
- Killingworth Moor is where our community meets.
- Brownfield sites should be used.
- NTC are allowing building on good agricultural land when we are paying for food to be driven from Europe. Where is the policy on carbon emissions. It's all down to money. I don't think they care.
- The happiness of existing local residents, whose own house prices would fall with the quality of their lives, must be a priority in this matter as well as the detrimental affects to the planet that climate change scientists just tonight on the national news reported that global warming continues towards dangerous levels and the world is heading for its hottest year ever so the planet's irreplaceable natural resources which help protect a precarious global balance must be kept.
- Having spoken to builders and developers, I know for a fact there are alternative sites they could build on should these plans fail and more suitable brownfield sites for development of this scale and type that would not wreak misery for years of local communities while wrecking a cherished green and clean local habitat.
- I once again urge you to do the right thing & scrap this estate as well as the entire dated Local Plan that does not taken into consideration modern science or modern government policy or any societal changes in 2023 especially one where citizens will not tolerate any form of underhand tactics and corruption of the kind that has begun to characterise the Council's and developers strategies to attempt to push through unwanted plans.
- No proper planning.

- The council should be ashamed to even give this application any support and any labour councillor who supports this may well find that they are deselected for standing for labour.
- North Tyneside council are encouraging the public to 'go green' while encouraging extreme house building on the County's green spaces.
- A lot of my neighbours have not been consulted about the proposal but it will have an enormous effect on them.
- We are already on consultation regarding the electoral revision and NTC is already exceeding the numbers of electorates per seat, meaning that we will be in a position whereby councillors/MP's will be covering two different councils (i.e. the proposals for Killingworth to be part of Newcastle electorate), not only are we losing our identity visually within the boundaries of NTC.
- The land is arable and should be reserved for future need.
- North Tyneside and its people have sacrificed more than their fair share of open space to development. There is more room in neighbouring counties.

16.0 Further representations following 7 August plans:

23 objections:

- This Bellway development is the one behind me I am correct in that. I just want to make sure because it appears to me that the nearest buildings on the new development after the amendments are now less than 100 metres from me not the 150 metres it was previously. The second set of SUDS has disappeared and there is less landscaping. The two electricity sub stations have been moved and are now within 100 metres of me. What will be done with the noise issues these generate. I am a tinnitus sufferer and these are an extreme risk for me from the hum they produce. I am bitterly upset and disappointed. These are major not minor changes and the impacts on me are very worrying and stressful.

On a point of principle the original plan for this area was done and approved because of the 2012 National Planning Policy Framework and the threat if the council did not do this they would be fiscally punished. This is now defunct and there are no monetary issues to the council from central government if they amend or do not proceed with previous plans. If you decide to continue with this it is because the council wants to this and this should be stated somewhere. However if you insist it is being done then it must be to a proposed current NFFP which this development singularly fails to match the requirements and if approved the council must clearly state they are breaking the rules by which the original decision was made and the new framework is also not being matched. Reasons of the developers making a profit are no reason at all to allow the development to proceed. The target of homes per council is no longer mandatory and is under review for even being a suggestion. There is no central government requirement

The traffic assessments are very client based. All the traffic on great lime road will make it impossible to use it cannot be modified to accept 2000 cars. There is no assessment or investigation on the effect of these 2000 cars using Greta Lime Road . The junction shown recently had children severely injured as there is no safe way to cross. The changes proposed do not address this. I find it funny that a development of no less than 2000 cars requires only a one day of observing the roads and no weekend late night Saturday traffic. No assessment of the impacts to Great Lime road.

There is no mention of the developer providing any infrastructure no schools doctors dentist properties no grant to the council for these to be built. When and how is this infrastructure being planned and paid for. As the whole site is piecemeal and different developers You have no mention of this. The original proposals stated schools and infrastructure had to be provided. This appears to have been abandoned. There is no statement of providing a grant to the council this is normally mandatory for a development this size.

The amendments make no changes to previous objections of noise, pollution, loss of privacy, traffic risks of increased congestion, danger using the exit to my road, lack of communal space removal of green corridor, habitat loss no infrastructure so school education and health greatly reduced because of extra people for already overstretched existing services. Nothing about infrastructure. Development is not designed for sustainability zero emissions reduced carbon footprint or to the higher standards. Architecturally it is bland does not match exiting parts and is obviously being designed and built as cheaply as possible.

- Adverse effect on wildlife
 - Affect character of conservation area
 - Impact on landscape
 - Inadequate parking provision
 - Inappropriate design
 - Inappropriate in special landscape area
 - Loss of residential amenity
 - Loss of visual amenity
 - Loss of/damage to trees
 - Nuisance - disturbance
 - Nuisance - dust/dirt
 - Nuisance - fumes
 - Nuisance - noise
 - Out of keeping with surroundings
 - Poor traffic/pedestrian safety
 - Poor/unsuitable vehicular access
 - Impact on landscape
 - Inadequate drainage
 - Loss of/damage to trees
 - Pollution of watercourse
 - Poor traffic/pedestrian safety
 - Poor/unsuitable vehicular access
 - Precedent will be set
 - Traffic congestion
 - Will result in visual intrusion
 - Within greenbelt/no special circumstance
-
- Poorly thought out with lack of consideration to locals
 - Village close is one of the narrowest street within this estate and cannot be the only access to 100 new homes. This is simply preposterous and not at all thought out. This would be a death trap for the children who play on one of only 2 green areas in the estate.

- Access to any new house development should not be through Village Close. This junction at Highfield Place is already lacking clear vision due to the slight bend and cars parking in the designated bays and roadside. It is already congested.

Young children enjoy playing in the small grassed areas and additional traffic at this point will pass 2 out of 3 of these.

This needs to be reviewed and consideration given to access being through the top of Moorfield Drive perhaps with a different junction eg roundabout.

The estate should be preserved in its current form for all residents.

- Strongly object to building on good arable land.

- Stop building on green fields in the area. Needs to be left for future generations.

- The use of Village Close as the access point for the development of 100 new homes appears poorly thought out. The road is not fit for purpose as an access road and indeed is too narrow to be used. In the original plans, the road was left as a private road and not adopted by the council. How can this very small narrow "close" be used as an access road? Village Close also has poor visibility given Highfield Place bends here and there are significant safety implications particularly for pedestrians and children. If new houses are needed it would make much more sense to use Moorfield Drive and turn right as you come into the estate as per its original purpose as the main access road, it is wide enough to accommodate the extra traffic

- This development will destroy green areas and add to traffic problems, stress on services like schools and doctors.

- North Tyneside Council promote 'Action on climate change' while allowing developers to build on every green space we have. Obviously just lip service from the council, if they really cared for the environment they would protect the few green spaces that are left.

- Killingworth does not need more homes, where will all the family's go for a doctor/dentist it is hard enough to get an appointment at the minute. Where will all the kids go to school they are all full as it is.

- I have 3 observations following the uploading of new documents at start of August 2023.

1. Access from/to proposed development includes using Stephenson Park/Moorfield Drive. Masterplan did not include access onto Moorfield Drive or B1317. Inappropriate junctions and roads to accommodate the planned provision.

2. Affordable housing, despite all developers having signed up to providing 25% affordable housing on-site (in Killingworth Moor Masterplan). The developers now state they will only provide 15%, and then only as long as they receive a support grant from Homes England! This is not good enough. As has been noted before, if the developers cannot uphold their commitments due to 'viability' concerns then they should not be allowed to build at all.

3. Indicative phasing plan - appears to be an error: Area E50 should read E51. If I am correct then one wonders what other inaccuracies are contained in the current tranche of documents - a concerning lack of attention to detail.

- An area of natural wildlife and open space

- Already congested roads in this area particularly Great lime Road and the cross roads next to Clousden Hill.

- Ridiculous plan using a residential street as access the estate can just about cope with the amount of traffic and cars as there is why disturb everybody who

has now settled in their homes with traffic, works etc this was not sold with the house.

- Brown envelopes and back handers; leave the area alone we live in an ideal place with coast town and country side.

- I have to strongly disagree with the conclusions of the NTC Highways report for the Killingworth Moor Development 20/01435/FULES published on the planning portal on 05/10/2023. Section 2.10 states *"It is considered that the impact of the development on the local highway network will not be severe with the off-site mitigation proposed and implementation of the measures to promote sustainable transport"*. In relation to the Killingworth Road/Village area this is in direct contrast to what the developer's data actually shows and is a clear distortion of the truth. The impact will be severe and the off-site mitigation most probably totally ineffective. For a NTC Officer to state this I find quite disgraceful and I would hope that the actions of the Highways department throughout this whole process bring a genuine sense of discomfort to those within the wider NTC and supporting organisations and believe that a fully independent review into this element of the application is warranted.

- We have previously objected to this proposal on the basis of the programme for the works and its effect on traffic flows. We have always reluctantly accepted that Killingworth Moor was going to be developed mainly for housing. However, this acceptance was based on an undertaking that Killingworth Road would, on completion of the spine road be stopped to reduce the traffic flow on a road which is not constructed or designed for the level of traffic which will result from the development. In particular, we note that the first phase of the development is the area of land which is adjacent to Stephenson Park, which means that the old construction compound will be reopened with the addition of construction traffic. We would point out that during the construction of Stephenson Park, the developer (Bellway) studiously ignored the agreed routing of construction traffic. A brief examination of the National Highways report does not suggest that Killingworth Road will be stopped off. Therefore, assuming what we have deduced from a brief examination of the submission, we have no alternative but to confirm our previous objection.

- Although I've set out my concerns regarding the safety aspect of such poor planning, I'd like to again reiterate the concerns about moving a high volume of traffic via Village close. The street is not designed for a high thoroughfare of traffic, introducing this means the previous comments have continued to be ignored:

Safety of children behind multiple parked cars on the road. There will be a fatality in this scenario

There is no room for emergency vehicles to get through now , van are always parked on the corner of Moorfield Drive.

Although the planning doesn't match the original planning base I was sold this house by Bellway homes, I do understand the need for extra houses, but there are plenty of alternatives available to STOP traffic going through Village close and Moorfield drive,

The traffic / road could be set out around the outside perimeter, ie turning right on the edge of the farmers field.

Photos showing current parking on the road; this gap could be a lot worse:

If any planning engineer thinks this is acceptable?

Any member of North Tyneside think this is acceptable

I ask you to urgently reconsider and stop

Traffic should go past village close.

- Will add to the already heavily congested roads around the area and put pressure on local schools, doctors and other services.

- The council advertise green promises and working towards net zero yet are allowing every bit of green land in North Tyneside be bought up and built on.

- I strongly object to permission being given for either individual or full planning applications without the full road infrastructure being certain and secured. Time after time we see permission being granted without the full original plan being respected and implemented. It is then too late and the mistakes are never rectified.

- I propose that there should be some action taken to address the extra traffic that will undoubtedly affect Killingworth Road. This road was never intended to take so much traffic, already HGV's use it and that is before Killingworth moor has started. It is a residential road with a housing estate running off at the bottom. There are already safety concerns for anyone trying to cross this road to access the estate. Traffic speeds over Great Lime Road onto Killingworth Road as soon as the traffic lights turn green. They then proceed at fast speed to enter Killingworth Road. Anyone crossing can look and see the road is clear, then before they have time to cross the full length of the road, the traffic is already upon them.

- I suggest Killingworth Road at the North end should be a bus gate and something should be done to stop traffic going down Killingworth Road. Not only is it a safety concern but increased traffic will also destroy the old village conservation area. There is no doubt this road, if allowed to take the extra traffic, will cause huge problems for the nearby residents, both from a safety concern and cause nuisance by way of fumes and noise.

- At a time when increasing traffic and resulting declining of safety is given so much publicity in the media, NTC should be doing all they can to address the concerns of its residents. By this, I don't just mean extra traffic lights that are often skipped on the red light anyway. I do hope action is taken before it ends up a great mistake in future years as has been the case before.

- In response to the contents of NTC Highways' recommendation posted to the 20/01435/FULES planning portal on 05 October 2023 concerning the impact of the development on the local traffic network, I would like to refer back to the original **NTC Local Plan Transport Impacts Report** of 19 May 2016. This was produced by Capita on behalf of NTC in relation to the Killingworth Moor and Murton proposed developments.

- This report used both SATURN and VISSIM (more accurate micro-simulation) modelling to test the impacts of these proposed strategic sites. It identified that even during the initial phase (Phase 0) of the delivery of the Killingworth Moor development the B1505 Great Lime Road/B1317 Killingworth Lane junction was already at operational capacity, detailed in this extract from Table 8 of the report: B1505 Great Lime Road / B1317 Killingworth Lane

Phase 0	AM	PM
Killingworth Lane	105%	105%
Great Lime Road WB	101%	108%
Forest Hall Road	107%	104%
Great Lime Road EB	106%	104%

Phase 0 – before any Killingworth Moor development.

The Report continued in Section 4.4 that:

“The provision of the link road section between Great Lime Road and Killingworth Lane does not sufficiently mitigate the impacts upon Killingworth Village according to the modelling outputs.”

“However, this is partly due to the SATURN model allowing all site traffic to utilise the link through the REME site which could be controlled. The SATURN modelling has not as yet tested the impacts of **severing the route through Killingworth Village which should have significant benefits...**”

And in 4.4.3 that:

“B1505 Great Lime Road / B1317 Killingworth Lane junction exceeds its operational capacity during Phase 0 as a consequence of committed development at the REME, Norgas House, and Chan building sites. The junction is likely to require mitigation/constraints on the Killingworth Moor site to limit the number of trips that can access Killingworth Lane at this location.”

And in 4.4.5:

“The initial assumptions for infrastructure delivery associated with the Killingworth Moor strategic site appear accurate...”

“The impact upon the Great Lime Road / Killingworth Lane signalled junction appears severe due to the increased number of trips across all arms.”

- Whilst the introduction of the speed reduction measures on Killingworth Road was welcomed and has significantly reduced the speed of the traffic, there has not been any noticeable reduction in the overall volume of traffic currently using the road. Rather, following the completion of the Stephenson Park, Bernicia Homes Backworth and Backworth Park developments which all connect directly with the B1317 there has been a really noticeable increase in the volume of traffic using it.

- The Developers' own transport assessment shows that the Degree of Saturation will increase at key road usage points to 109% and wait times increase to over 5 minutes at the B1317/Great Lime Road junction yet it and the NTC Highway's department now describe this as not severe – this simply cannot be correct. I believe the actual figures from that report and the findings and conclusions of the original report quite clearly evidence that the impact will indeed be severe.

- Further, one of the mitigation measures that NTC has introduced already has been the changing of the traffic light sequencing at the Great Lime Road/Killingworth Road junction. This has had a negative impact on the area and as local residents we know that it has made pedestrian crossing at this point much more hazardous and as such it is actually endangering local residents. We do believe that if a traffic safety survey was conducted at the appropriate time, then this would be evidenced.

- Despite denial by NTC Highways' department, we do continue to consider that this measure and the additional queuing that it has created was a major factor in the recent Road Traffic Accident where a school child was hit by a vehicle whilst trying to cross the road. It is really easy to see how dangerous it now is to cross on foot at this junction. This mitigation measure has not worked and should be removed immediately.

- We continue also to ascertain that the request by NTC Highways for the removal of the B1317 bus gate measure from inclusion in the Developers' Transport Assessment and by default from overall consideration was highly inappropriate. We believe that this action has resulted in the proposal of sub-standard measures that will not effectively mitigate the impact of the development on the B1317 local area and that this is evidenced as above.

- Whilst we understand that the introduction of the B1317 bus gate measure would involve difficult/complex procedure we do not believe that it should have been excluded as it was. Just because something is difficult or complex does not mean that it should not be attempted.

- As indicated in the original NTC Local Plan Transport Impacts Report this option should have significant benefits for the area which the others simply do not achieve. This option does now appear clearly to be the only effective mitigation measure for this locality and considering the scale of the overall Killingworth Moor development it should be attempted otherwise all the Killingworth Moor Master Plan developments should not proceed.

- Additionally, if the introduction of a bus-gate on the B1317 as initially proposed in the Developers' consultation is not attempted and any of the Killingworth Moor developments continue, then due to the facts contained within the data we will consider NTC to be acting negligently by knowingly enabling the developments to continue with sub-standard mitigation measures in place. We are deeply concerned by the negative impact that this situation would have on local residents in particular their health and well-being.

- In that regard, we believe also that any subsequent mental health issues arising for local residents due to the increase in traffic volumes in the B1317 locality (which there undoubtedly will be) will represent a breach of NTC's responsibilities under The Care Act c. 23 Part 1.

- On behalf of myself, my family and other local residents we hope that you will disregard the (incorrect) conclusions of both the Developer's Transport Assessment and the recent NTC Highway's department reports and accept that the impact will in reality be severe for the B1317 local area and its existing residents and act accordingly.

- I would like to comment on the speed humps on Killingworth Road.

I do believe they should remain there as they do act as a deterrent for motorists from using it & slightly discourage traffic. There is more build up at the traffic lights but, this just highlights the problem of too much traffic even more. By removing them, the problem of too much traffic on this road still remains the same. However, the road was still not built to accommodate the amount and type of vehicles now using it. Once the proposed development is in place, it will become substantially worse and be even more dangerous than it is now. It has now been proved that the speed humps alone will not address the problem. Residents live on this road with a residential estate off the road with only one exit in and out of it. It is extremely unfair to residents to have to put up with it especially while other areas in Newcastle have had streets sealed off that don't experience anywhere near as much traffic. I have read comments where an excuse for not extending road infrastructure is that more walking and cycling should be encouraged. While in an ideal world this would be welcome, the sad fact is that it won't stop people using their cars. I have it on firm authority that nearby Nicholson Terrace is to become a one way system in 2024 as part of a safety initiative. If Nicholson terrace can be considered, then surely Killingworth Road has to be given the same if not greater consideration.

- I support the comments made in the Document section of NTC public access site dated 29th November, especially the extract copied from it below :

In response to the contents of NTC Highways' recommendation posted to the 20/01435/FULES planning portal on 05 October 2023 concerning the impact of the

development on the local traffic network, I would like to refer back to the original NTC

Local Plan Transport Impacts Report of 19 May 2016. This was produced by Capita on behalf of NTC in relation to the Killingworth Moor and Murton proposed developments. This report used both SATURN and VISSIM (more accurate micro-simulation) modelling to test the impacts of these proposed strategic sites. It identified that even during the initial phase (Phase 0) of the delivery of the Killingworth Moor

development the B1505 Great Lime Road/B1317 Killingworth Lane junction was already at operational capacity, detailed in this extract from Table 8 of the report.

I support the details outlined in this report and think it should be examined fully and given due consideration. There are many important valid points.

- Following the latest delay in the decision for the planning of the proposed development due to the revised National Planning Policy Framework (NPPF) issued on 19th Dec 2023. I would hope the following will be taken into consideration. The following statement was issued by Michael Gove in his recent statement and this highlights the concerns and objections made by the public for this planning application. Quote:

Where plans are not in place, or not working effectively, communities are unprotected from speculative development. Houses still get built. But too often in inappropriate locations. Too slowly. And without the right infrastructure or community assets in place.

Today's update to the National Planning Policy Framework (NPPF) addresses the concerns expressed by local elected representatives about weaknesses in the planning system which led to frustrations about the nature of development. It provides clearer protection for the Green Belt, clarity on how future housing supply should be assessed in plans, certainty on the responsibility of urban authorities to play their full part in meeting housing need and protections for the character of precious neighbourhoods, safeguarding the gentle density of suburbs and ensuring family homes are there for the next generation.

They entrench the importance of beauty in new development, facilitate the delivery of improved infrastructure, respect the democratic voice of local communities, secure enhancements to our natural environment and deliver quality new neighbourhoods.

Where plans are not in place, or not working effectively, communities are unprotected from speculative development. Houses still get built. But too often in inappropriate locations. Too slowly. And without the right infrastructure or community assets in place.

- The above are quotes from Michael Goves statement and I think this echoes some of the comments in the numerous objections, ie, The right infrastructure is crucial to the success of the development.

- Somewhere in the statement I read that multiple sprawling estates that spoil the landscape should be avoided.

- Local residents are keen to preserve the conservation area of Killingworth village. Without the right road infrastructure this also will be lost. I ask again for NTC to consider bus gates for Killingworth Road.

- You just have to look at the comments from local residents and councillors alike to see why so many are upset by these plans. I do hope the delay will address the concerns highlighted.

1 letter from Northumberland Estates:

We write in relation to the application from Bellway Homes Ltd (North East) and Banks Property Ltd for 539no. residential dwellings (ref. no. 20/01435/FULES), which is scheduled to be presented to Planning Committee on 17 October 2023. Having read the Planning Officer's Committee Report, we have major concerns that we would like to raise with you.

1. Prejudicial Delivery of the Killingworth Moor Masterplan

1.1. Delivery of the Spine Road Policy S4.4(c) of the Local Plan states that applications for planning permission on the strategic allocation will be granted where it relates to the whole allocated site or if less does not in any way prejudice the implementation of the whole allocation (b). As this application is for a part of the Killingworth Moor strategic allocation, then it needs to be certain not to prejudice the implementation of the whole allocation.

We would question whether this policy requirement is met in relation to the delivery of the spine road from Great Lime Road to Killingworth Way. The current application shows the first part of the spine road from Great Lime Road to the site access of the residential development, but does not continue up to the boundary of the application.

Paragraph 8.25 of the Committee Report states that '[the applicant has] advise[d] that the red line boundary of the current application does not represent the land that Bellway will control should permission be granted and the site purchase is completed. The red line of a future application would overlap the red line boundary of the current application.'

It is considered that without the spine road being shown to continue up to the boundary of the red-line of the current planning application, there is no certainty of delivery of this critical piece of infrastructure. The Committee Report relies too easily on the assurances of the applicant and a future purchaser that this area will still be available to deliver the continuation of the spine road up to the site boundary. However, this is outwith of the planning system and it should be incumbent on the Local Planning Authority to ensure that the infrastructure requirements of the Masterplan are secured where they are spatially required within a particular area of land, i.e. the Masterplan requires the spine road to be delivered here and this application does not show that it will be.

It is considered that a planning consent for this site should be the mechanism to secure delivery of all Masterplan infrastructure where it relates to this specific parcel of land, rather than contractual assurances outwith the planning system, and over which the Council has absolutely no control. The Committee Report goes on in para. 8.25 to say that 'the site can be accessed from the B1505 (Great Lime Road) and Killingworth Road (the latter view the Stephenson Park Estate). Therefore, it is considered that the site could be brought forward in isolation without prejudicing the delivery of the wider master planned allocation.'

This is an incorrect planning judgement. Whilst it is true that the site can be accessed from Great Lime Road and Killingworth Road, this does not mean that it can be brought forward in isolation without prejudicing the delivery of the Masterplan. Moreover this could be delivered through S106 or a Grampian style condition. If the site is delivered in its current format, then there will be no guarantee of the spine road from Great Lime Road to Killingworth Way in

planning terms. It is considered that the Local Planning Authority are favouring the individual delivery of a part of the Masterplan in isolation, rather than taking a holistic view to ensure the delivery of the Masterplan in its entirety.

There is also a related concern about viability. Presumably the applicant has excluded this section of spine road because it has no cost-benefit to the current application, as it does not serve any dwellings of this phase of development. Should it be the case that a future application is made for land to the north and includes this strip (which there is no guarantee that it will, as per the above), then the cost of this spine road will become a development cost of that future phase. It could well be the case that this stretch of spine road will be deemed an abnormal cost which impacts on the viability of the future phase, and therefore concessions are made on essential items like S106 or Affordable Housing. It is therefore considered that by not requiring this stretch of spine road to be included in the current application, the Local Planning Authority has compromised the securing of a policy compliant future development phase, and therefore prejudiced the delivery of the Masterplan, contrary to Policy S4.4(c)

1.2. Infrastructure Costs

We would also question whether the policy requirement of S4.4(c) has been met in relation to the wider infrastructure costs of the Killingworth Moor allocation.

The principle that the total infrastructure requirement of the overall Masterplan is shared across all phases and individual applications is fundamental to ensuring that the entire Masterplan is delivered. This is the Council in principle position here and which was also applied to the granting of permission at Murton. If individual applications do not equitably contribute to the overall infrastructure requirement, then it will prejudice delivery of the Masterplan.

As outlined in the Committee Report, the current application is providing a small stretch of the overall spine road (as referenced above), making various S106 contributions including two off-site highway junctions (ASDA and Clousden Hill), and delivering two further highway works via S278 agreement at the site access on Great Lime Road and Wheatsheaf roundabout. There is no delivery of any Affordable Housing, which we will come on to.

If the total infrastructure requirement of the Masterplan is considered, there are critical pieces of highway infrastructure including the A19 Interchange, Underpass, full spine road, and various off-site highway works. It is considered that in order to ensure that all of the Masterplan infrastructure requirements are delivered, the entirety of the cost should be distributed across every phase of development, in order to ensure that other phases of development do not become unviable because of infrastructure requirements over and above their equitable share.

The current application's delivery of the above four highway junctions amounts to approximately £550,000. The total highways infrastructure ask for the Masterplan is approximately £20,000,000. Even if the Killingworth junction is part funded through CIL, the current application should be making an equitable contribution based on the number of dwellings that it is providing as a proportion of the overall strategic allocation of 2,000 dwellings, which is 27% (539no. dwellings). Instead, it is only making a contribution to the strategic highways works of 2.75%.

As it stands, the current application's provision of the four highway works above do not equate to a proportionate and equitable share of the overall infrastructure requirement. Making 2.75% contribution to the wider masterplan infrastructure for example means that other phases of development become unviable because of excessive infrastructure asks. This prejudices delivery of the overall Masterplan.

The current application includes a contribution towards public transport. This has been calculated on a proportionate basis, taking into account the cost of the overall Public Transport Strategy for the entire allocation. This is considered the correct approach to ensuring that each development phase pays its equitable share of the entire cost, rather than each phase only paying to mitigate its own impact. If each phase were only to mitigate its own impact, then the infrastructure of the Masterplan would not be delivered. The current application is part of a strategic allocation, and therefore must make an equitable contribution to the strategic infrastructure requirement. It is not clear why the current application is making an equitable and proportionate financial contribution to the public transport strategy, but is not making an equitable and proportionate contribution to the overall infrastructure. It is only mitigating its own impact in highway terms, rather than being treated as one part of the strategic whole.

2. Viability and Affordable Housing

We have already queried why the current application is not making an equitable and proportionate contribution to the strategic infrastructure of the Masterplan. Related to this is the current application's approach to viability and particularly delivery of Affordable Housing.

As you know, we are the applicant for Killingworth Moor Phase 1 North for 556no. residential dwellings (ref. no. 19/01095/FULES). Contrary to the fundamental principle of equitable cost-sharing, this application has absorbed the full cost of the A19 Interchange, a significant stretch of spine road, a further site access, and two further off-site highway works. The Northumberland Estates application could be contributing around £7-8m more in overall costs than the similar scale Banks/Bellway scheme, a huge disparity in any terms. As per the calculation in the previous section, this amounts to this application funding over 50% of the total highways infrastructure of the Masterplan, which is clearly an unequal and disproportionate contribution expected of a single development phase.

The infrastructure cost of our application far exceeds the infrastructure cost of the Banks/Bellway application, and yet we are making provision for up to 20% Affordable Housing delivered through a S106 agreement and CIL. Banks/Bellway are making no provision for Affordable Housing in the respective S106 agreement, and are relying on the Local Planning Authority taking a high risk based on assurances that 15% Affordable Housing might be granted funded by Homes England. The Council and delivery of the masterplan and its objectives is hugely exposed. There is simply no precedent in Planning to deliver affordable housing without it being secured in any way through S106, planning conditions or an alternative legally binding agreement. We would point out that in discussions with officers only two weeks ago you advised Northumberland Estates that such assurance was being sought from Banks/Bellway, and this has clearly not materialised.

We would query why the Banks/Bellway application cannot deliver Affordable Housing through the S106 agreement, and why it can only deliver 15% with grant funding, when the overall infrastructure contribution is significantly below other development phases. The Committee Report makes very little reference and provides little explanation of the viability assessment that has been undertaken, and why this particular application is deemed to be so unviable. On the face of it, it is making a substantially lower contribution to the overall strategic infrastructure requirement of the Masterplan than other development phases and yet is still unable to provide any guarantee of Affordable Housing. Even what it might be

able to deliver is capped at the policy non-compliant level of 15%. In the scenario where Homes England 'top up' the revenue difference between private and affordable housing then it must be possible to achieve a policy compliant delivery of 25% affordable units.

The Committee Report references that the applicant will provide on a 'voluntary basis' 15% affordable houses through grant funding from Homes England or the Registered Provider Bernicia. This is on the assurance that 'contracts are in the process of being agreed with Bernica', and that an application for grant funding from Homes England 'will be made' should Committee members approve the application. This is portrayed in a positive way in the Committee report, yet it is a major failing of the application – without legal substance and without precedent – the failure to secure a single affordable house in the context of a 25% policy requirement and the Council's public commitment to secure 5000 affordable units across the Borough. We question how this failure to comply with a major policy can be given neutral weight and be uncommented upon in the Officers report – it is fundamentally material.

It is considered that the affordable housing and viability position is not explained robustly or transparently enough in the Committee Report. There is absolutely no certainty of the delivery of any Affordable Housing at this site. It relies entirely on the assurances and good will of the applicant, and the financial position of third parties. As it stands, the risk of delivering zero Affordable Housing is completely with the Local Planning Authority, who has no ability to enforce or compel the applicant to provide any Affordable Housing. Not only does the current application not make an equitable contribution to the strategic infrastructure of the Masterplan, but it is also making no contribution to the policy compliant delivery of 25% Affordable Housing. It is therefore prejudicing the delivery of the Masterplan's requirement to deliver 25% of the 2,000 houses across Killingworth Moor. As no affordable housing is secured, the obligation and pressure to deliver this is simply transferred to other parties and the remainder of the masterplan.

The Committee Report states in para. 19.18 that in light of this position, 'no weight can be afforded to the voluntary provision of the housing as affordable housing in considering the balance of issues in this case.' This is correct in that the application cannot be interpreted to be providing any Affordable Housing, and therefore is completely policy non-compliant in this regard. However, in the Conclusion of the Report, Section 21, there is almost no reference to the fact that zero Affordable Housing is being provided. In para.22.11 where the 'tilted balance' principle of the NPPF is considered, there is no reference at all to the significant adverse impact that no Affordable Housing is being provided. It is considered that this is highly material and has not been adequately considered in the balancing exercise where there are adverse impacts which would significantly and demonstrably outweigh the benefits.

The viability assessment upon which the officers recommendation relies is also not presented in any detail, or available for scrutiny by any third party, contrary to NPPF advice that it should be made publicly available. In a case where no affordable housing is being provided, transparency is essential. It is wholly reasonable to demonstrate to the Planning Committee and the public that the application is contributing on an equitable basis, why there is no affordable housing, and that delivery of the masterplan infrastructure is not prejudiced. We request that the viability report which is being relied upon is made publicly available with immediate effect.

3. Procedural Matters

Furthermore, we would note that the Committee Report was made publicly available on 9 October, whereas 35no. new plans and documents were uploaded to Public Access on 12 October. This constitutes a whole suite of new information that has been provided after the Local Planning Authority's recommendation has been made, without full consideration of all relevant plans and documents. Notwithstanding this, with Committee on 17 October this only gives three working days for stakeholders and consultees to review this information, and then make representations – which we cannot meet. This is contrary to statutory timescales for consultation, and in itself could be grounds for JR, particularly by objectors.

4. Conclusion

In summary, we consider that there are significant defects with the Committee Report and the Local Planning Authority's recommendation. This is because it has not been properly considered whether this application prejudices delivery of the wider Killingworth Moor Strategic Allocation, the veracity of the viability is not transparent, it does not adequately consider the weight of providing no Affordable Housing in the planning balance, and there are procedural irregularities.

We consider that these factors would be sufficient grounds for judicial review if the Planning Committee grants planning permission.

Given the significance of the Banks/Bellway application and our own application, we consider that it is appropriate for these applications to be determined at the same Planning Committee. This would allow full and proper scrutiny of these applications, with many significant factors being best considered in conjunction, such as the items raised in this letter relevant to viability of phases, provision of affordable housing and provision of site-wide infrastructure. Given that our own application is likely to be presented to Planning Committee imminently, it is reasonable for both applications to be presented together.

You will recall the planning application for the first phase of development at Murton Gap, which was submitted and determined well in advance of the wider site from coming forward. This was appropriate because the remainder of Murton Gap had not even been submitted for planning, so the first application had to be determined. The situation at Killingworth Moor is different in that the Local Planning Authority has two major live planning applications, that were submitted within the same timeframe and have had numerous joint issues and discussions over the last four years, with both applications now in a position to be determined. We consider that members should have the opportunity to scrutinise both applications at the same Committee to ensure that they are satisfied that the critical elements of the strategic allocation are being delivered in a holistic, fair and proportionate manner.

As you know we have worked proactively with the Local Planning Authority over several years to bring forward Killingworth Moor. Our current application 19/01095/FULES is approaching determination and we have discussed there being a Planning Committee date on 19 December 2023. (There is also a committee already programmed for 12 December) We would like to take this opportunity to reiterate our position that we consider this date to be a longstop. We expect the Local Planning Authority to work with its statutory consultees to ensure that the application is able to be presented to Planning Committee by this date.

We have always expressed concern that our application and the Banks/Bellway application are not being considered by Committee on the same date, and that remains the case. It is wholly reasonable for these applications submitted in parallel 4 years ago should be determined at the same time so that the Council

can be assured that they are equitable and assure delivery of infrastructure, and proportionate affordable housing across the masterplan as a whole. Our position is that should the Banks/Bellway application be approved on the 17 October that we will consider the above representations and progress judicial review.

17.0 Consultees

18.0 National Highways

National Highways response to conditions queries:

National Highways provided an initial formal response to the planning application in July 2023 recommending conditions being attached to any grant of planning permission for the application. National Highways was re-consulted in August 2023 with updated information, however, following our review we recommended that our previous recommendation was withstanding.

Additionally, following email exchanges with the Council in October and November 2023 the wording of the planning conditions have now been agreed and I provide here the following update to our response.

To resolve the remaining matters relating to travel planning and public transport, National Highways recommend that the following planning conditions be attached to any grant of planning permission for this application:

Notwithstanding the details submitted in the Travel Plan, no part of the development shall be occupied until a Full Travel Plan has been submitted to and approved by in writing the Local Planning Authority (in consultation with the Highways Authority for the A19). The Travel Plan Coordinator be appointed at least 3 months in advance of first occupation and shall be monitored to a maximum of 5 years post occupation of final dwelling and will also include an undertaking to conduct annual travel surveys to monitor whether the Travel Plan targets are being met and be retained thereafter.

Reason: To accord with DfT Circular 01/2022 and Council Policy concerning sustainable transport.

The Public Transport Strategy shall be implemented in accordance with the Phase 1 South PTS Summary Note and retained thereafter.

Reason: To accord with DfT Circular 01/2022 and Council Policy concerning sustainable transport.

On the basis of the above, I attach an amended National Highways Planning Response, dated 23 November 2023, recommending conditions being attached to any grant of planning permission for this application.

National Highways letter from 13th October 2023:

National Highways previously recommended that the following planning conditions be attached to any grant of planning permission:

1. Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways, travel planning for the development shall be implemented in accordance with the approved Site-Specific Framework Travel Plan.
2. Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways, Travel Plan monitoring must continue until it has been demonstrated that the travel patterns of the development are in line

with the targets (Table 6.2: Killingworth Moor South Travel Plan Targets) and objectives of the approved Site-Specific Framework Travel Plan.

3. The Public Transport Strategy shall be implemented in accordance with the approved documents and retained thereafter, unless agreed otherwise in writing by the Local Planning Authority, in consultation with National Highways.

The Council has suggested changes to all three of the above planning conditions because matters relating to travel planning and public transport are secured through the Council's Section 106 agreement with the Applicant. We understand that a Travel Plan Bond of £150,000.00 has been included within the Council's Section 106 agreement with the Applicant and you have suggested that if the Travel Plan targets are not achieved, "...then the bond can be used to implement sustainable measures".

National Highways cannot be a signatory to the Section 106 agreement, and we are therefore concerned that the Travel Plan bond will not provide sufficient remedial measures to ensure that the Travel Plan targets will be achieved. This concern is amplified by our view that an equivalent level of public transport provision to that which a metro station would likely provide is not being provided for this site (as is required as part of the Killingworth Moor Masterplan, 2017). We would also note that the approach that will be agreed for this planning application will have implications for other planning applications at Killingworth Moor and other nearby residential planning applications, due to the need for our approach to remain consistent.

Consequently, National Highways request that the Council provides evidence to demonstrate that £150,000.00 Travel Plan Bond is a sufficient level of finance to ensure that the Travel Plan targets are achieved. National Highways also request that the Council explains how the Travel Plan bond will be spent (i.e. on what form of "...sustainable measures"); or that the Council explains how they will consult with National Highways at the time that the remedial measures are identified as being required and the Travel Plan bond will be spent. We would note that the Council and the Applicant's planning consultants have submitted additional comments regarding our recommended planning conditions.

We would withhold comment on the appropriateness of our recommended planning conditions until we fully understand the evidence to support the Council's approach to secure the site's Travel Plan implementation, Travel Plan monitoring, and Public Transport delivery through the Section 106 agreement. On the basis of the above, National Highways' current recommendation, dated 5 October 2023, is withstanding.

Comment from September 2023:

18.1 National Highways provided a response, dated 21 July 2023, in which we commented that we were content that planning application 20/01435/FULES be permitted to be determined subject to the following conditions being imposed on any consent granted:

1. Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways, travel planning for the development shall be implemented in accordance with the approved Site-Specific Framework

Travel Plan.

2. Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways, Travel Plan monitoring must continue until it has been demonstrated that the travel patterns of the development are in line with the targets (Table 6.2: Killingworth Moor South Travel Plan Targets) and objectives of the approved Site-Specific Framework Travel Plan.

3. The development hereby approved shall not commence until a Public Transport Strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with National Highways.

18.2 The submitted evidence does not alter our position regarding conditions 1 and 2.

18.3 A Public Transport Strategy (PTS) has been submitted to accompany the application, however, we have not received confirmation that it has been agreed with Nexus and the Council. Consequently, condition 3 is still required. We would reiterate that the PTS is relevant to National Highways because the bus provision influences the achievability of the targeted modal split (that has been assessed); assuming that the Council's and Nexus' local policy requirements are met, the targeted modal split is achievable, and the PTS is appropriate.

18.4 Given the above, our previous recommendation, dated 21 July 2023, is withstanding:

21.07.23

18.5 Further to National Highways' previous formal response for this planning application, dated 7 June 2023, we provide the following update to our recommendation.

18.6 Impact at the Strategic Road Network – Holystone Junction

18.7 In 2016, National Highways and North Tyneside Council (the Council) agreed a Joint Position Statement [JPS] regarding the evidence base supporting the Local Plan.

Within this JPS, it was agreed that upgrades are required for the A19 slip roads and mainline at the Holystone Junction to facilitate the North Tyneside Local Plan.

18.8 In 2021, this position was revised as a result of a joint Local Plan Assessment Study undertaken by National Highways and the Council, which assessed a revised development quantum and utilised a different methodology for the distribution and assignment of trips to the network. The A19 AIMSUN model was used to review the operation of the road network. The assessment identified that the requirement to upgrade the A19 slip roads and mainline at the Holystone junction was marginal.

Consequently, we undertook a Safety Risk Assessment in line with GG104. This concluded that the increased safety risk and worsening operation in terms of capacity and delay did not warrant mitigation at the A19 Holystone slip roads and connecting sections of the A19 mainline.

18.9 It should be noted that our previous assessments (2021) assumed that the full Killingworth Moor internal spine road and the A19 Underpass (consistent with Local Plan proposals) would be completed within the Plan period. The Phase 1 planning applications are not proposing to deliver the full Killingworth Moor internal spine road or the A19 Underpass.

18.10 Consequently, based on the differences in the proposed traffic flows (resulting from the phasing delivery of the development) compared to our previous analysis (Local Plan Assessment Study), we stated that assessments are required for the northbound merge and southbound diverge. To offer a proactive approach, we have undertaken merge and diverge assessments for the A19 Holystone Junction.

18.11 Our merge and diverge assessment (using the agreed third party assessment inputs for this planning application and noting differences regarding the internal spine road) identify the requirement to upgrade the slip roads for the forecasted committed development traffic, as follows:

- A19 Holystone northbound diverge lane-drop arrangement;
- A19 Holystone southbound diverge lane-drop arrangement;
- A19 Holystone southbound parallel merge arrangement; and
- A19 Holystone northbound parallel merge arrangement.

18.12 We would also note that we have assessed the residual development trip assignment (with the targeted 5% reduction in vehicle trips) for this development. Our merge and diverge assessment results also demonstrate that the traffic generated by this planning application does not change the mitigation requirements.

18.13 We would, therefore, refer to our previous Risk Assessment (and corresponding Local Plan testing) which concluded that the increased safety risk and worsening operation in terms of capacity and delay does not warrant the step change upgrade to the A19 slip roads and mainline.

18.14 In conclusion, we do not consider it to be the responsibility of this application to deliver mitigation because it does not create a severe magnitude of change.

18.15 We would note, however, that some of the slip roads are close to the margin in which a 'step-change' in the required arrangement would be required. Additional development traffic flows at the A19 Holystone Junction, or changes to planned mitigation such as the delivery of the link road and A19 Underpass, are likely to result in the following mitigation requirements:

- A19 Holystone northbound diverge ghost island lane-drop arrangement;
- A19 Holystone southbound diverge ghost island lane-drop arrangement;
- A19 Holystone southbound merge lane-gain arrangement; and
- A19 Holystone northbound merge lane-gain arrangement.

For reference, if additional development traffic does create the step-change in slip road layout requirement, it will be that planning application's responsibility to deliver this mitigation.

18.16 Unresolved Matters

18.17 There are a number of unresolved matters relating the content of the Travel Plan [TP] and Transport Assessment [TA] that accompany this planning application. However, we have taken the following proactive approach to resolve our requests for evidence.

18.18 To resolve the remaining matters relating to travel planning, National Highways recommend that the following planning conditions be attached to any grant of planning permission for this application:

- 1) Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways, travel planning for the development shall be implemented in accordance with the approved Site-Specific Framework Travel Plan.
- 2) Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways, Travel Plan monitoring must continue until it has been demonstrated that the travel patterns of the development are in line with the targets (Table 6.2: Killingworth Moor South Travel Plan Targets) and objectives of the approved Site-Specific Framework Travel Plan.

18.19 National Highways previously stated that we would support any Public Transport Strategy [PTS] that has been agreed with Nexus and the Council because National Highways supports the local policy requirements:

- Killingworth Moor Masterplan (2017): “If a Metro were not included as part of development proposals at Killingworth Moor, an equivalent level of public transport provision would be required through an enhanced bus service”; and
- Nexus Planning Liaison Policy (2022): “...new dwellings should be within 400 metres walking distance of a bus stop or 800 metres of a Metro station”.

18.20 We previously requested confirmation that the PTS has been agreed with Nexus and the Council; this is yet to be provided. The PTS is relevant to National Highways because the bus provision influences the achievability of the targeted modal split (that has been assessed). Assuming that the above local policy requirements are met, we would suggest that the targeted modal split is achievable, and the PTS is appropriate.

Considering the above, National Highways recommend that the following planning condition be attached to any grant of planning permission for this application:

- 3) The development hereby approved shall not commence until a Public Transport Strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with National Highways.

18.21 National Highways previously requested that the TA be revised to include a table showing the residual multi-modal trip generation for the development (with TP targets applied). This request was made to allow other developments to consider the trips generated by this planning application. The TA has not been updated; however, the TA does present traffic flow diagrams that show the

residual trip assignment. National Highways request that the residual trips presented in Figures 43 and 44 of the TA are considered by other development proposals.

18.22 On the basis of the above, National Highways are now content that planning application 20/01435/FULES be permitted to be determined subject to the conditions recommended within the attached NHPR 22-12 dated 21 July 2023 being imposed on any consent granted.

18.23 Referring to the re-consultation on a planning application dated 10 May 2023 referenced above, in the vicinity of the A19 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

18.24 Recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons)

Recommended Conditions

Should the Council be minded to approve the application, we recommend the following conditions are attached to any grant of planning consent:

1) Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways, travel planning for the development shall be implemented in accordance with the approved Site-Specific Framework Travel Plan.

2) Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways, Travel Plan monitoring must continue until it has been demonstrated that the travel patterns of the development are in line with the targets (Table 6.2: Killingworth Moor South Travel Plan Targets) and objectives of the approved Site-Specific Framework Travel Plan.

3) The development hereby approved shall not commence until a public transport strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with National Highways.

Reason

In order to minimise the use of the private car and promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (July 2021) and paragraph 40 DfT Circular 01/2022.

Further comment from National Highways 05.10.23 regarding Public Transport Strategy and conditions:

We have reviewed the Public Transport Strategy [PTS] that has been submitted and a summary of our position is described within this response. Detailed comments are provided in the attached Technical Memorandum referenced TM001, dated 4 October 2023 and provided by JSJV on our behalf. It was agreed on 18 April 2023 that National Highways would, in principle, support any PTS that has been agreed with both Nexus and North Tyneside Council [the Council]. This was on the basis that we support the local policy requirements that would need to be considered within the PTS, for example: • Killingworth Moor Masterplan (2017): "If a Metro were not included as part of development proposals at Killingworth Moor, an equivalent level of public transport provision would be

required through an enhanced bus service”; and • Nexus Planning Liaison Policy (2022): “...new dwellings should be within 400 metres walking distance of a bus stop or 800 metres of a Metro station”.

We would conclude that the 30-minute daytime frequency bus services that are proposed for the ‘Phase 1’ developments cannot be considered to be of an equivalent level of public transport provision to that which a metro station would likely provide. Consequently, the PTS does not comply with the requirements of the adopted Killingworth Moor Masterplan (2017). The PTS states that “... approximately 85% of residents are within a 400m walk of a bus stop served by either the 38 and 19”.

On this basis, we would conclude that 15% of the ‘Phase 1’ developments (effectively, the residents of 164 dwellings) are not within an attractive walking distance of a bus service and the PTS is, therefore, not compliant with Nexus’ Planning Liaison Policy (2022). Phase 1 South and Phase 1 North are targeting a 1.8% and 1.9% modal shift toward bus use from private car, respectively. Notwithstanding the lack of a high-frequency bus service, we would state that the diversion of the existing bus routes is likely to generate some level of modal shift from car use to bus use. Whether the proposed level of public transport provision will be sufficient to achieve the Travel Plan targets is unclear and should be monitored going forward; remedial measures may be required to achieve the targeted modal splits that form the basis of the development’s residual trip generation that was assessed within the site’s Transport Assessment. This matter has been considered when deciding on recommending the planning conditions listed below. On 27 September 2023, you confirmed that the contents of the PTS have been agreed with the Council. Nexus has also submitted representations for the ‘Phase 1 South’ planning application, stating that: “... Nexus supports the draft over-arching Public Transport Strategy for the wider site following consultation with North Tyneside Council”. National Highways provided a response, dated 21 July 2023, in which we commented that we were content that planning application 20/01435/FULES be permitted to be determined subject to the following conditions being attached to any consent granted: 1. Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways, travel planning for the development shall be implemented in accordance with the approved Site-Specific Framework Travel Plan. 2. Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways, Travel Plan monitoring must continue until it has been demonstrated that the travel patterns of the development are in line with the targets (Table 6.2: Killingworth Moor South Travel Plan Targets) and objectives of the approved Site-Specific Framework Travel Plan. 3. The development hereby approved shall not commence until a Public Transport Strategy has been submitted to and approved in writing by the Local Planning Authority, in consultation with National Highways.

On 2 October 2023, the Council requested changes to the wording of the above planning conditions. We have considered the Council’s suggested condition wording and the fact that the PTS has been agreed with Nexus and the Council and would update our recommendation; we request that the following planning conditions are attached to any grant of planning permission for this application:

1. Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways, travel planning for the development shall be implemented in accordance with the approved Site-Specific Framework Travel Plan.
2. Unless otherwise agreed in writing by the Local Planning Authority in consultation with National Highways, Travel Plan monitoring must continue until it has been demonstrated that the travel patterns of the development are in line with the targets (Table 6.2: Killingworth Moor South Travel Plan Targets) and objectives of the approved Site-Specific Framework Travel Plan.
3. The Public Transport Strategy shall be implemented in accordance with the approved documents and retained thereafter, unless agreed otherwise in writing by the Local Planning Authority, in consultation with National Highways.

We cannot support the Council's suggested changes to the wording of condition 2 because the suggested wording does not ensure that the travel patterns of the development are in line with the targets (Table 6.2: Killingworth Moor South Travel Plan Targets) and objectives of the approved Site-Specific Framework Travel Plan.

National Highways advise that whilst the first two of their recommended conditions should remain, condition 3 can be re-worded as follows:

The Public Transport Strategy shall be implemented in accordance with the approved documents and retained thereafter, unless agreed otherwise in writing by the Local Planning Authority, in consultation with National Highways.

19.0 Historic England

19.1 On the basis of the information, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

20.0 Police Design Out Crime Officer

20.1 We would like to make comment in respect of the lighting on the green space pathways which should have appropriate and adequate lighting along all of the paths in the development to increase the sense of safety when using these area for exercise during darker periods of the year as well as facilitating natural surveillance from adjacent homes.

20.2 The boundary fences between dwellings should be the same height as the perimeter fencing (1800mm) throughout the development, this is to increase the privacy of each dwelling and making it much more difficult to move between gardens over the proposed 900mm fencing.

20.3 We have concerns that the establishment of a through traffic route could become a rat run from Killingworth area down toward the Palmersville metro and the Benton industrial area. This could possibly cause issues in the estate with increased traffic who do not live within the development.

20.4 We welcome the ecological nature of the development and that it is endeavouring to retain a rural feel. We hope that any planting strategy does not restrict the neighbouring dwellings from being able to overlook each other and to

provide natural surveillance within the neighbourhood, and we would recommend that the arboriculture strategy incorporates the 3X8 principle (i.e. this involves a 3-foot maximum height for shrubs (to avoid them being tall enough for a person of average height to hide behind) and raising tree canopies where possible to 8-foot) as well as reducing dark areas around the dwelling as much as possible.

21.0 Tyne and Wear Archaeology Officer

21.1 No comments on proposed amendments and previous comments remain valid:

21.2 The applicant has submitted a Phase 1 South Supplementary Environmental Statement (Site Specific) for the application site, which draws on the Overarching Environmental Statement (based on the wider masterplan). In addition they have submitted the results of previous archaeological investigations including an Archaeological Desk Based Assessment, Geophysical and Earthworks Survey, Archaeological Evaluation and Archaeological Building Recording. These provide a comprehensive assessment of the archaeological potential of the wider development area.

21.3 Chapter 5 of the Phase 1 South Supplementary Environmental Statement concludes that the significant archaeological assets identified in the northern part of the site by the Overarching Environmental Statement do not extend into the Phase One South site, and that the earthwork and below ground remains of ridge and furrow are assets of low and negligible significance which have been proportionately recorded.

21.4 Chapter 6 of the Phase 1 South Supplementary Environmental Statement concludes that the impacts and mitigation measures identified in the Overarching Environmental Statement do not generally apply in the Phase One South site. The significance of the environmental effect of the removal of Highfield Well is considered to be negligible.

21.5 I agree with the conclusions of the Phase 1 South Supplementary Environmental Statement, and no archaeological mitigation is required for this application.

22.0 Northumberland County Council

22.1 No objections.

23.0 Northern Powergrid

23.1 Plans submitted regarding powerline locations.

24.0 Newcastle International Airport

24.1 The aerodrome safeguarding team have had the opportunity to review the additional information and have the following comments to make:

Landscaping

24.2 It is welcoming to note that no permanent waterbodies are proposed as part of the landscaping strategy. While the proposed landscaping does feature species listed in the bird attracting species list, the landscaping strategy ensures they are not grouped together in large areas of the site. Hawthorn (a bird attracting species) forms 50% of the Native Hedge Mix on site. While this could

attract additional bird activity to the site, the bird Hazard Management Plan highlights that hawthorn is abundant in the local landscape so the inclusion of this species in new hedgerows (some of which will replace native hedgerows lost as a result of the development) is not likely to act as a significant additional attractant for birds. The Airport accepts this justification and raises no objection to the landscaping strategy.

The Airport agrees with the findings of the Bird Hazard Management Plan that the overall bird strike risk for the site is low as a result of the landscaping proposed.

Physical Development

24.3 Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Newcastle Airport requires a minimum of four weeks notice.

25.0 The Coal Authority

25.1 The Coal Authority is a non-departmental public body sponsored by the Department of Business, Energy & Industrial Strategy. As a statutory consultee, The Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.

The Coal Authority Response: Material Consideration

We have previously commented on this planning application in letters to the LPA dated 30 October 2020 and 12 November 2020. The application is now supported by a Phase 1 Geoenvironmental Appraisal and Coal Mining Risk Assessment, dated 31 October 2018 and prepared by Patrick Parsons Limited. The report has been informed by an appropriate range of sources of information.

Having reviewed the available coal mining and geological the Phase 1 Geoenvironmental Appraisal and Coal Mining Risk Assessment concludes that there is a potential risk posed to the development by past coal mining activity and therefore recommends that intrusive site investigations are carried out on site. The submission is also supported by a Phase 2 Geoenvironmental Appraisal, dated November 2018 and prepared by Patrick Parsons. This report sets out details of the intrusive site investigations carried out on site.

The report authors note that the rotary drilling has confirmed that no coal seams of economic thickness are present at shallow depth below the site. Based on these findings the report authors conclude that the risk to the development from unrecorded underground coal workings is low. They do however recommend that the foundation trenches are inspected in areas of outcropping coal seams for evidence of surface workings and advice of a specialist sought if workings are present.

On the basis of the information now submitted, and the professional opinions of the report authors set out therein, we have no objection to the planning application subject to the recommendations within the report being implemented on site.

26.0 Environment Agency

26.1 Advice on re-consultation August 2023:

We have assessed the additional information and have no objection to the planning application as submitted. Our previous response of 13 June 2023 still applies.

June 2023

26.2 We had previously objected to the application because the applicant had not supplied adequate information to demonstrate that the risks of pollution posed to surface water quality can be safely managed. We have reviewed the amended reports and consider that the proposed development will be acceptable if the following measures are implemented and secured by way of planning conditions on any planning permission. We therefore withdraw our previous objection dated 20 January 2021.

Condition 1: Compensatory Storage Measures (Flood risk)

The proposed development will only meet the requirements of the National Planning

Policy Framework if the following measures as detailed within the 'Phase 1 Spine Road Flood Risk Assessment and Watercourse Crossing Assessment' (2020) submitted with this application are implemented and secured by way of a planning condition on any planning permission:

- The development hereby permitted shall not commence until the compensatory storage measures and levels identified within drawing NT13845-D-009 rev A and NT13845-D-010, are completed.

Reasons:

1. To reduce the risk of flooding on the proposed development.

Scour Protection Assessment - Advice to the applicant

Whilst not within our direct remit or expertise, we recommend that consideration is given to conducting a Scour Protection Assessment which may be beneficial as part of the detailed design process.

Environmental permit - advice to applicant

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in the floodplain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permission

Signing up for flood warning – Advice to applicant

The applicant/occupants should phone Floodline on 0345 988 1188 to register for a flood warning, or visit <https://www.gov.uk/sign-up-for-flood-warnings>. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email or text message. Anyone can sign up.

Flood warnings can give people valuable time to prepare for flooding – time that allows them to move themselves, their families and precious items to safety. Flood warnings can also save lives and enable the emergency services to prepare and help communities.

For practical advice on preparing for a flood, visit <https://www.gov.uk/prepare-for-flooding>.

To get help during a flood, visit <https://www.gov.uk/help-during-flood>.

For advice on what do after a flood, visit <https://www.gov.uk/after-flood>.

Condition 2: Compensatory Habitat Creation

The proposed development will only be acceptable if the following planning condition is included relating to loss of watercourse and associated habitat.

No development shall take place until a scheme for the provision and management of compensatory habitat creation on-site within the riparian buffer zones, in relation to loss of the watercourse and associated habitat, has been submitted to, and agreed in writing by, the local planning authority and implemented as approved.

Thereafter, the development shall be implemented in accordance with the approved scheme.

Reasons

Development that encroaches on or over the Forest Hall Letch may severely affect its ecological value and result in the loss of riparian habitat. The National Planning Policy Framework (paragraph 175) states that if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

Scheme requirements - Advice for the LPA/applicant

The information submitted provides justification for the use of an oversized culvert as opposed to an open span bridge. The use of culverts destroys the habitat it covers as well as adjacent associated riparian habitat. These are valuable features that act as important wildlife corridors or green corridors.

The applicant should submit a scheme for the provision and management of compensatory habitat creation. The detailed design, and compensation measures should be based on the lost habitat. This should include:

- Creating and enhancing riparian wetland features functionally linked to the Forest Hall Letch
- Replacement of important flora, fauna or habitats impacted or lost
- Consideration of how these compensatory features will link to flood risk
- Consideration of how these compensatory features will link to wider plans and strategies in the area.

This approach is supported by paragraphs 170 and 175 of the National Planning Policy Framework (NPPF) which recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity.

Condition 3 – Foul drainage scheme to be agreed

The development hereby permitted shall not be commenced until such time as a scheme to dispose of foul drainage has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

The plan should include, but not limited to, the following:

- Confirmation of which sewage treatment works will receive the foul flows. From the position of the development flows would be expected to be treated at Northumbrian water Howden sewage treatment works, but this will need to be confirmed with them.
- Confirmation that there is sufficient capacity in the receiving Northumbrian Water network to accept the flows without increasing storm overflow spills. Howden is currently undergoing expansion works, the applicant should consult NW to confirm if this development has been included in the growth projections for this project.
- If the foul flows are going to Howden and have been included in the growth figures then we do not need the applicant to produce a WFD assessment specifically for foul water. If the foul water is not going to Howden or is not included in the growth figures then the applicant would need to produce their own WFD assessment to take this into account.
- Confirmation that there is sufficient capacity at the receiving sewage treatment works (STW) to accept the flows while still operating within the permitted flow and quality limits.
- If there is not currently capacity within the network or at the STW, then the plan should detail an appropriate phasing approach for the development to enable the necessary upgrades to the sewage network before connecting the development.

Reasons

To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework. The Northumbria river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without this condition, the impact could cause the deterioration of a quality element to a lower status class because it would result in the elevation of nutrients and suspended sediments. This could have significant implications for WFD status and ecology.

Condition 4 – Surface water management plan

The development hereby permitted shall not be commenced until such time as a Construction Surface Water Management Plan has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

The plan should include, but not limited to, the following:

- Treatment and removal of suspended solids from surface water run-off during construction works;
- Approach to ensure no sewage pollution or misconnections;
- Approach to ensure water mains are not damaged during construction works;
- Management of fuel and chemical spills during construction and operation, including the process in place to ensure the environment is not detrimentally impacted in the event of a spill.

Reasons

This approach is supported by paragraph 170 of the National Planning Policy Framework (NPPF) which recognises that planning should contribute to and enhance the environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by,

unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans.

This approach is also supported by the Planning Practice Guidance (PPG) for water supply, wastewater and water quality, which recognises that the Water Environment Regulations 2017 set out requirements to prevent the deterioration of aquatic ecosystems; protect, enhance and restore water bodies to 'good' status; and achieve compliance with standards and objectives for protected areas. Local planning authorities must, in exercising their functions, have regard to River Basin Management Plans. These plans contain the main issues for the water environment and the actions needed to tackle them.

The Northumbria river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without this condition, the impact could cause the deterioration of a quality element to a lower status class because it would result in the elevation of nutrients and suspended sediments. This could have significant implications for WFD status and ecology.

Condition 5 – Water Framework Directive (WFD) Assessment

We acknowledge and support that a WFD assessment has been provided. As the document was submitted in 2019, it should be updated with recent data to ensure the conclusions of the assessment are still accurate.

The development hereby permitted shall not be commenced until such time as a Water Framework Directive Assessment has been submitted to, and approved in writing by, the local planning authority. The plan shall be implemented as approved.

The plan should include:

- An update to the WFD assessment to include cycle 3 data from 2019 and 2022.
- A review of the WFD assessment to ensure that new information has been considered since the original assessment was first submitted in 2019.

Reasons

The Water Environment (Water Framework Directive) Regulations 2017 and the Northumbria River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. It specifically states that no waterbody should deteriorate in status and aim to achieve Good Status or Good Ecological Potential as soon as is reasonably practical. Any proposed plan or development should not contradict the Northumbria River Basin Management Plan 2015.

Without this condition, the impact could cause deterioration of the Water Framework Directive status of the Brierdene Burn from Source to North Sea waterbody (GB103022076180) and the Ouseburn from Source to Tyne (GB103023075780).

The Brierdene Burn from Source to North Sea waterbody (GB103022076180) and the Ouseburn from Source to Tyne (GB103023075780) both have an overall status of Moderate.

More information can be found on the gov.uk website:

<https://www.gov.uk/guidance/water-framework-directive-assessment-estuarine-andcoastal-waters>

Water Quality Permit Requirements – Advice to applicant

You do not require a permit if you are only discharging uncontaminated surface runoff. If you intend to discharge to surface water for dewatering purposes, this may be covered by a Regulatory Position Statement (RPS) for water discharge activities.

If you can comply with all the conditions within the RPS, then a permit is not required for this activity. Please find the RPS conditions here: Temporary dewatering from excavations to surface water - GOV.UK (www.gov.uk)

If any discharges do not fully comply with the RPS, then a bespoke discharge permit will be required. Please find guidance on applying for a bespoke water discharge permit here: Discharges to surface water and groundwater:

environmental permits -

GOV.UK (www.gov.uk)

Water Resources – Advice to applicant

If you intend to abstract more than 20 cubic metres of water per day from a surface water source e.g. a stream or from underground strata (via borehole or well) for any particular purpose then you will need an abstraction licence from the Environment Agency. There is no guarantee that a licence will be granted as this is dependent of available water resources and existing protected rights.

Dewatering is the removal/abstraction of water (predominantly, but not confined to, groundwater) to locally lower water levels near the excavation. This can allow operations to take place, such as mining, quarrying, building, engineering works or other operations, whether underground or on the surface.

The dewatering activities on-site could have an impact upon local wells, water supplies and/or nearby watercourses and environmental interests.

This activity was previously exempt from requiring an abstraction licence. Since 1 January 2018, most cases of new planned dewatering operations above 20 cubic metres a day will require a water abstraction licence from us prior to the commencement of dewatering activities at the site.

More information is available on gov.uk:

<https://www.gov.uk/guidance/watermanagement-apply-for-a-water-abstraction-or-impoundment-licence#apply-for-a-licence-for-a-previously-exempt-abstraction> .

Surface water management – Advice to applicant

Surface water run-off should be controlled as near to its source as possible through a sustainable drainage approach to surface water management (SuDS).

SuDS manage surface water run-off by simulating natural drainage systems.

Whereas traditional drainage approaches pipe water off-site as quickly as possible, SuDS retain water on or near to the site. As well as reducing flood risk, this promotes groundwater recharge, helps absorb diffuse pollutants, and improves water quality.

Ponds, reedbeds and seasonally flooded grasslands can also be particularly attractive features within public open spaces.

SuDS involve a range of techniques including soakaways, infiltration trenches, permeable pavements, grassed swales, green roofs, ponds, and wetlands. As such, virtually any development should be able to include a scheme based around these principles. In doing so, they'll provide multiple benefits and will reduce costs and maintenance needs.

Approved Document Part H of the Building Regulations 2010 establishes a hierarchy for surface water disposal and encourages a SuDS approach. The first

option for surface water disposal should be the use of SuDS, which encourage infiltration such as soakaways or infiltration trenches. In all cases, it should be established that these options are feasible, can be adopted and properly maintained and would not lead to any other environmental problems. For example, using soakaways or other infiltration methods on contaminated land carries pollution risks and may not work in areas with a high-water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Further information on SuDS can be found in:

- the CIRIA C697 document SuDS manual
- HR Wallingford SR 666 Use of SuDS in high density developments
- CIRIA C635 Designing for exceedance in urban drainage – good practice
- the Interim Code of Practice for Sustainable Drainage Systems – the Interim Code of Practice provides advice on design, adoption and maintenance issues and a full overview of other technical guidance on SuDS

27.0 Northumbrian Water

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

27.2 We would have no issues to raise with the above application, provided the application is approved and carried out within strict accordance with the submitted document entitled “Killingworth Moor Phase 1 South Flood Risk Assessment and Drainage Strategy revision V4”. In this document it states that surface water will be directed to the Forest Hall Letch and that foul flows will be directed to a point of connection on the western side of the development site on The Stephenson Trail.

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

CONDITION: Development shall be implemented in line with the drainage scheme contained within the submitted document entitled “Killingworth Moor Phase 1 Flood Risk Assessment and Drainage Strategy revision V4” dated “December 2019”. The drainage scheme shall ensure that foul flows discharge to the combined sewer on The Stephenson Trail and ensure that surface water discharges to the nearest watercourse.

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

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

Local Flood Policy requirements and standards. Our comments simply reflect the ability of our network to accept flows if sewer connection is the only option.

28.0 Northumberland Wildlife Trust

28.1 We are concerned about the impact on non statutory sites near the development namely the local sites and SLCIs identified in the ecology report. Although the applicant intends to provide alternative green landscaping for use by residents for exercise, dog walking etc it is still extremely likely that there will be increased recreational use of these nearby sites Given that it is estimated that the entire development will result in an increase in population of over 5000 individuals with some 720 dogs the chance of significant adverse impact is large Therefore NWT would welcome commitment from the developers to mitigate towards the impact from increased pressure within the non statutory sites themselves.

28.2 We are also concerned about the impact on Breeding bird territories, namely that of skylark, and other red listed BoCC. Detail is not available for the off site breeding bird mitigation land but we hope that the design and management is appropriate And that it is capable of supporting a commensurate number of pairs of breeding birds To accommodate those last from the development site As well as those already using the mitigation site.

28.3 Finally we would like to highlight to bsg ecology the inappropriateness of using Local wildlife site selection guidelines as a justification for whether a site is suitable for development. Local wildlife sites are generally of near or equal quality for biodiversity as SSSIs, and so represent the very best wildlife sites in the authority area. Failure to meet these guidelines does not indicate that a site has no value for wildlife, only that it does not meet the high standards required for Local Site status. The criteria are not intended to be used in the way that they have been.

29.0 British Horse Society

29.1 Object to the fact that issues have been overlooked regarding the severance, road safety and lack of connectivity that the development offers to horse riders.

29.1 Consideration must be given to, and measures undertaken, to endeavour to alleviate the effects caused mainly by the increase in traffic the development will generate both during construction and residential and service vehicles on completion.

29.2 The B1317 is the main east west link to and from the bridleway network as the A19 completely obstructs any traffic free movement except by Middle Engine Lane. Therefore the proposed pedestrian link using the only underpass of the A19 must be made available to all non motorised users, not just pedestrians and cyclists. It must be upgraded to bridleway and strategically linked to the old wagonway to Backworth.

29.3 There will also need to be measures undertaken to alleviate as much as possible the necessity for horse riders and non motorised users to travel along the B1317. The obvious solution being to provide a bridleway along the western

edge of the A19 on land within the developers' boundary and signalised crossing points where it would be necessary to cross the flow of traffic on the B1317.

29.4 There are many measures to provide walkway cycleways at the side of roads and through the development but leisure cyclists, particularly children, need to be away from the fumes of the heavily trafficked roads.

30.0 Northern Gas Networks

30.1 No objections to these proposals, however there may be apparatus in the area that may be at risk during construction works and should the planning application be approved then we require the promoter of these works to contact us directly to discuss our requirements in detail. Should diversionary works be required these will be fully chargeable.

31.0 Nexus

1. General Comments: Nexus previously responded to this planning application on 30 November 2020 and since this time, has been in consultation with North Tyneside Council regarding the details of the Public Transport Strategy for the site.

2. Public Transport Strategy: Nexus supports the draft over-arching Public Transport Strategy for the wider site following consultation with North Tyneside Council. We have no issues with the proposed transport arrangements in respect of this particular application.

3. Active Travel Provision: Nexus welcomes additional provision of active travel infrastructure or connections at the development site. Including information and incentives on active travel availability and benefits within the Welcome Pack may encourage residents to make more journeys in and around the development site actively. The construction of the proposed Spine Road connecting Great Lime Road to the proposed development site may provide a more attractive connection for some residents to Palmersville Metro station. The Welcome Pack should note the cycle parking facilities available at Palmersville to ensure residents can make informed travel decisions if they wish to incorporate public transport journeys with active travel. At present, there are 5 Streetpods at Palmersville Metro Station, which accounts for 10 spaces. This should be communicated to residents and updated accordingly.

4. Travel Ticketing and Information: Nexus welcomes the intention of the developer/applicant to provide 2 Pop Pay as You Go cards per dwelling, each with £50 of pre-loaded credit. This will allow the bearer to travel sustainably across the region using bus or Metro and will encourage the build-up of long-term sustainable travel behaviours. Nexus also welcomes the intention to provide information on public transport to residents as part of the Welcome Pack. Nexus would be willing to engage with the developer/applicant to ensure the provision of accurate and up to date information.

32.0 Natural England

32.1 Natural England has previously commented on this proposal and made comments to the authority in our response dated 12/07/2023.

32.2 The advice provided in our previous response applies equally to this amendment. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

32.3 Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.

32.4 Response (to Appropriate Assessment):

Natural England concurs with the conclusions and mitigation measures outlined in the appropriate assessment of this assessment. By securing these mitigation measures, we are confident that the development proposal will not have an adverse effect on the Northumbria Coast SPA and Ramsar site.

32.5 Previous response:

FURTHER INFORMATION REQUIRED TO DETERMINE IMPACTS ON DESIGNATED SITES

As submitted, the application could have potential significant effects on

- Northumbria Coast Ramsar
- Northumbria Coast Special Protection Area (SPA)

Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation.

The following information is required:

The proposal has the potential to have significant adverse effect on the special interest features of the sites named above. It is advised that likely significant effects would be presented through recreational disturbance, increased by the provision of dwellings at this location. Without this information, Natural England may need to object to the proposal.

Please re-consult Natural England once this information has been obtained.

Additional Information required

Survey data of recreational visitors to the Northumbria Coast SPA and Ramsar highlight that a high percentage of visitors reside within a 10km buffer zone of the coast., with this part of the coastline offering significant opportunity for access to the aforementioned designated sites. Appropriate mitigation may take the form of various schemes and provisions and the developer should liaise with the LPA on how to address the issue of mitigation as and where appropriate. Details of a strategy to mitigate against recreational disturbance needs to be submitted within the context of this application.

Other advice

Green infrastructure/ Biodiversity Net Gain

The application will need to be assessed in relation to a wider Green Infrastructure Strategy for the entire Killingworth Moor site. This should clearly show how wildlife corridors will be created and enhanced, how existing important features are protected and enhanced and how green infrastructure requirements (allotments, open space, footpath and cycleways etc) will be delivered alongside the requirement to provide ecological mitigation and Biodiversity net gain. The scheme needs to meet the objectives of the Killingworth Moor Masterplan. The application will need to evidence how 'measurable' Biodiversity Net Gain (BNG) has been achieved. Given the strategic nature of the Killingworth Moor Site and timescales for development on this site, it is strongly recommended that the applicant employs the Natural England Biodiversity Net Gain Calculator in order to demonstrate to the Local Planning Authority that Biodiversity Net Gain is being met and this is evidenced.

33.0 Sport England

33.1 Comments following email to Sport England by case officer (note Sport England had not previously submitted a representation to this application):

The draft S106 provisions seem fine to us and along with the quantum of contribution would address our objection. Our objection would only be withdrawn upon the signing of the S106 Agreement as this is the point at which the sports provision is secured.