

Item No: 2
Application No: 19/01095/FULES
Date valid: 13 August 2019
Target decision date: 3 December 2019
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Ward: Killingworth

Application type: Full application with Env Statement

Location: Land Off Killingworth Lane, Killingworth, NEWCASTLE UPON TYNE

Proposal: Hybrid application comprising: Full planning permission for the change of use of agricultural land and development of 432 no. residential dwellings (including affordable housing), highway improvements and associated infrastructure and engineering works, creation of a new access from the A19 Interchange, 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 118 no. residential dwellings (including affordable housing), residential development of High Farm with 6 no. new dwellings, associated infrastructure and engineering works, landscaping and open space, and other ancillary works.

Applicant: Northumberland Estates

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 housing allocation, Killingworth Moor, in the Local Plan (LP). The site is located within the north-western part of this wider strategic allocation. It covers an area of approximately 34 hectares (ha) of predominantly arable land.

2.2 The site is to the south of Killingworth Way (A1056) and to the south-west of the A19 and to the west of the B1317. It encompasses the existing A19 interchange with Killingworth Way, the northern and southern slip roads on the A19 and part of the B1322 as well as land to the east of this. It includes High Farm which has access from Killingworth Way. To the south-west is a wagonway (a public right of way) and residential development at Simonside Way, Ashley Close, Foxley Close, Alderley Drive and Cranham Close. Hillheads Farm and shop are to the west of the site. West Farm is to the east of the A19 interchange.

2.3 The wider area is predominantly residential. As a result of the redesign of the upgraded interchange, part of the application site encompasses land designated as Green Belt to the north-east of the site beyond the A1056 Killingworth Way and the B1322. There is a public right of way to the north-western part of the A19 interchange area. Hedgerows intersect the site.

3.0 Description of the Proposed Development

3.1 This is a hybrid application which seeks planning consent for the construction of 556 dwellings (Use Class C3). This comprises full planning permission for 432 dwellings, highways infrastructure works, a new access from the A19 interchange and works to the interchange, SUDS, open space and other works. Outline consent is sought for 118 dwellings with all matters reserved except access and development of High Farm to include 6 new dwellings.

3.2 The application is accompanied by an Environmental Statement and various supporting documents. Further information was also submitted to address requests for additional information and consultee comments. The application has also been amended since it was first submitted to amend the A19 interchange works and associated access to the site from that interchange (as noted above).

3.3 The mix of dwellings proposed is as follows:

Full planning consent:

- 2 bed – 94 terraced and semi-detached
- 3 bed – 146 semi-detached and detached dwellings
- 4 bed – 182 detached dwellings
- 5 bed – 10 detached dwellings

Outline consent indicative only:

- 2 bed – 45 terraced and semi-detached
- 3 bed – 35 semi-detached and detached dwellings
- 4 bed – 37 detached dwellings
- 5 bed – 1 detached dwellings

High Farm area: 6 new dwellings (in addition to retention of existing two)

3.4 Access to the site is from the B1317 Killingworth Lane to the south-east and from the redeveloped A19 interchange to the north. The A19 interchange would be redeveloped to incorporate a double roundabout. The application includes the provision of open space, allotments and SUDS as well as a play area.

4.0 Relevant Planning History

This site:

19/01089/REG3ES - Construction of a 1.1km single carriageway road, pedestrian and cycle infrastructure, associated engineering operations including earthworks and drainage infrastructure and associated offsite infrastructure upgrades including 2 new roundabouts to access the link road, replacement of an existing T junction with a new roundabout, and the widening and signalisation of the A19 interchange. Withdrawn 08.02.21

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

Site to south and west of the B1317:

20/01435/FULES - 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 – pending consideration

Site to west of Forest Gate:

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 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 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 are 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. 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 two scenarios one of which is 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.

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 whole the 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 556 residential dwellings which equates to 27.8% 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 the Northern Gateway and part of the Backworth Bridge character areas. 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 will be discussed in greater detail 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. The site would be accessed from Killingworth Road and the proposed A19 interchange western roundabout. Therefore, it is considered that this could be built in isolation without prejudicing the delivery of the wider allocation. The Masterplan identified the northern site access as being from Killingworth Way however following comments from National Highways and discussions between them, North Tyneside highways and the applicant the plans have been amended from that originally submitted to amend the design of the A19 interchange and the northern access to the development would be directly from one of the proposed A19 interchange roundabouts.

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, thereby impacting 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 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. The majority of the site is not located within the green belt. 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.

8.33 The works required to the A19 interchange include development on green belt land. The designated green belt is to the north of Killingworth Way and to the east/north-east of the A19 interchange. It is beyond the extent of the adopted masterplan. The NPPF paragraph 142 states that 'The Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence'. Paragraph 152 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 153 of the NPPF states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the green belt and very special circumstances will not exist unless the potential harm to the green belt by reason of inappropriateness, and any other harm resulting from the proposal is clearly outweighed by other considerations. Paragraph 154 of the NPPF states that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt. There are certain exceptions to this. In addition, paragraph 155 of the NPPF states that certain other forms of development are also not inappropriate in the green belt provided they preserve its openness and do not conflict with the purposes of including land within it. Part C of this paragraph refers to local transport infrastructure which can demonstrate a requirement for a Green Belt location. Consideration therefore needs to be given as to the impact of the A19 interchange works on the openness of the green belt and whether the works conflict with the purposes of including land within it. In terms of openness consideration needs to be given to visual impact and spatial

impact including scale of the works, impact on urban sprawl and openness of the countryside. Approximately 3.28 hectares of the application site are within the green belt, and the applicant states that 2.17ha of this would be soft landscaping and 1.11ha is hard surface (road).

8.34 It is considered that the works are required to be constructed at this location in the green belt given the requirement to upgrade the A19 interchange to serve this development therefore the works comply with part C of paragraph 155 of the NPPF. The development is not considered inappropriate development in the green belt by virtue of this exception applying. Therefore the requirement to demonstrate very special circumstances is not engaged. The works will be seen in the context of the existing A19 junction with the A1056 and the B1322 therefore whilst the works would affect the openness of the green belt it is not considered that the impact would be harmful. There would be some minor impact on land to the north of the A1056 and to the east of the B1322 however the proposed works are largely located on the site of the existing junction and slip roads with only some encroachment into the agricultural part of the green belt. Whilst some of the works are for the roundabouts and associated slip roads, some of the works also include landscaping.

8.35 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. The Masterplan was adopted in December 2017 and it reflects the adopted Local Plan policy for the Killingworth Moor site.

8.36 The application site forms part of a wider strategic allocation. There are works to the A19 interchange which are outside the allocation, however this is consistent with Policy S7.3 of the LP which refers to improvements to the strategic network. 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 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 (HDT) 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 556 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 556 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, beautiful 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. Park (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 Areas 7 and 8 (Northern Gateway and Backworth Bridge). Character Area 8 extends beyond this application site. For Character Area 7 (Northern Gateway) the Masterplan states:

“Character area 7 has the opportunity to provide a distinctive and welcoming entrance to the site. Development should have a front aspect over Killingworth Way. A landscape buffer along Killingworth Way and the A19 will ensure that issues of noise from the road can be adequately mitigated. This section of development will take reference points from the farm buildings and provide a more low-density design response. The character area borders the Seaton Burn Waggonway and the associated green buffer around it.”

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

Character: Suburban low density character with a contemporary design response to character references.

Landscape setting:

- Retain, protect and enhance the existing hedgerows and planting to define the area and enhance landscaping around High Farm.
- Reinforce and enhance the green buffer around Seaton Burn Waggonway with native trees, scrub, hedgerow and wildflower grassland habitat.
- Enhance the buffer along the eastern boundary with native species to provide screening to the A19.
- Along the link road, development will be set back behind green verges and tree planting.

Housing Mix: Detached houses with some semi detached units at key view points. Along the link road semi detached and short terraces may be appropriate.

Density/height: Low density development boundaries; medium overlooking the link road. Development generally 2 storeys. Development up to 3 storeys in height along the link road.

Key Design Principles:

- The use of distinctive buildings alongside pedestrian space should define the entrance.
- An attractive approximate 50 metre landscape buffer will run along the Seaton Burn Waggonway.
- Landscape buffer required to mitigate noise from the A19.
- Development should form a positive development edge to Killingworth Way.

- Development should respond appropriately to High Farm in order to contribution to local character and distinctiveness.

10.16 For Character Area 8 the Masterplan states:

This area of residential development is bordered to north east by the A19. The character area includes an entry point into the site from the east which connects to Backworth. An equipped children's play area and allotments also feature in this character area.

Character: Suburban medium density character with a contemporary design response that provides a transition in character between character areas.

Landscape setting:

- Retain, protect and enhance the existing hedgerows and planting to define the area
- Enhance the buffer along the eastern boundary with native species to provide screening to the A19
- Along the link road development will be set back behind green verges, tree planting and hedgerows
- Wildlife corridor along the Seaton Burn Wagonway to be protected and enhanced with native woodland, scrub, hedgerow and grassland.
- Along the link road, development will be set back behind green verges and tree planting.

Housing Mix: Detached houses and semi detached units at key view points.

Along the link road semi detached and short terraces may be appropriate.

Density/height: Low density at development boundaries; medium overlooking the link road. Development generally 2 storeys. Development up to 3 storeys in height along the link road.

Key Design Principles:

- Key features in this character area include an equipped children's play area and allotments.
- Landscape buffer required to mitigate noise from the A19.
 - An attractive approximate 50 metre landscape buffer will run along each side of the Seaton Burn Wagonway.
- Provide a positive development edge to the wildlife corridor along Seaton Burn Wagonway.
- The arrangement and form of dwellings in this location needs to provide a distinctive entry point from the B1317.

10.17 Objections have been received regarding the impact on amenity (visual and residential), impact on landscape, non-compliance with approved policy, impacts on Green Belt, impacts on the character of a conservation area and out of keeping with surroundings.

10.18 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.

10.19 The application site is located within the north-western part of the wider strategic allocation. The boundaries to the site include residential development

beyond a wagonway to the south-west, Hillheads Farm to the west, the A19 to the east, Killingworth Way to the north and West Farm to the east.

10.20 Views into and out from the site will be materially changed as the agricultural land will be lost, but this aspect was considered through the LP adoption process. Therefore, the loss of the agricultural land for housing and associated works and introducing built development adjacent to existing urban development has already been accepted as part of the strategic allocation within the LP. The red line area denoting the application boundary and works extend beyond the Masterplan allocation to accommodate the required A19 junction improvements.

10.21 It is clear from the Masterplan that the site would accommodate housing but also incorporate an area of greenspace around High Farm and between this character area and the Backworth Bridge Character Area.

10.22 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 excepting the 50m buffer to the western boundary and the A19 interchange works 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. Whilst works are also proposed outside the Masterplan area, these are to upgrade the A19 interchange and are in accordance with LP policy in this respect as set out in paragraphs 8.33 and 8.34.

10.23 Design comments have been received. The Planning Policy (Design) comments state that overall the design and layout is well considered, and the application is generally in accordance with the Killingworth Moor Masterplan except for the Seaton Burn Wagonway landscape buffer. The officer notes that the plans were amended from those originally submitted to move the northern access from directly off Killingworth Way to a new roundabout access off the A19 interchange. He advises that the new design does not impact on the design aspirations of the link road which is to provide a transport corridor and connectivity through the site while also providing a safe and attractive highway environment. The Killingworth Moor Masterplan Guidance sets out design principles for this route to facilitate a well-designed street. The revised layout is broadly designed in accordance with this. The Planning Policy (Design) comments advise that the entrance to the site provides a welcoming gateway. The proposed architectural design of the house types is acceptable.

10.24 With regards to the link road, the Policy (Design) officer notes that improvements have been made to the landscaping along the link road and a native hedge is proposed along its full length. Boundary treatments have been amended and are now consistent with the masterplan guidance. Street trees have been incorporated in accordance with NPPF which sets out that new streets should be tree-lined. With regards to open space within the site, an area of amenity open space is located in the centre of the site. This will contribute towards a well-designed development where residents have easy access to

useable open space. The area will also act as a central social hub and contribute towards place making principles.

10.25 The Planning Policy (Design) comments refer to the guidance set out in the Killingworth Moor Masterplan which sets out that there should be a 50 metre landscape buffer along each side of the Seaton Burn Wagonway and these comments note that some visitor parking, small roads and part of the link road is included within the 50-metre buffer. The Biodiversity Officer's comments also note this as a concern. Whilst this is noted and this does not comply with the 50m buffer set out in the Masterplan, the proposed buffer is considered acceptable in combination with existing landscaping to mitigate any adverse visual impacts. The impact in terms of biodiversity is considered later in this report.

10.26 The proposed site layout will accommodate 556 residential dwellings (with an existing two dwellings retained at High Farm). 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 semi-detached houses, with some short terraces may be appropriate along the link road. In terms of height, the Masterplan states generally two storeys in height with up to three storeys along the link road.

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 two storeys in height. 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 Part of the application is in outline only, with only the details of the access to be considered at this stage. This area is to the east of the link road and includes the High Farm site. The High Farm site has two existing dwellings which are to be retained. 118 dwellings are proposed in outline with an additional six new dwellings in the High Farm site. Indicative plans have been submitted to show how this area, and the wider area proposed under the outline element, could be developed to demonstrate that this amount of housing can be accommodated on the site. The details of the access, appearance, layout, scale and landscaping will be considered under a future reserved matters application.

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. Housing fronts the link road through the site and the proposed layout creates a focal point for entry to the site. This accords with the MP requirements for this Character Area.

10.30 The link road will provide cycle/pedestrian connectivity from the A19 interchange through the site to Killingworth Lane. This section of the road 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.

10.31 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.

10.32 The wider strategic green infrastructure requirements are set out in the Masterplan. The Master Plan refers to retention and enhancement of existing hedgerows and planting to define the area and enhance landscaping around High Farm, reinforce and enhance the green buffer around Seaton burn wagonway and enhance the buffer along the eastern boundary. It also refers to an approximate 50 metre landscape buffer of will run along the Seaton Burn Wagonway.

10.33 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.

10.34 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.

10.35 The application includes the provision of landscaped open space to the centre of the site which includes a play area, SUDS, allotments and amenity greenspace and there are other 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.

10.36 Parts of the site are covered by a wildlife corridor which extends along the southern/south-western 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.

10.37 With regards to the impact of the landscaping on visual and residential amenity, a planting plan has been submitted which shows the proposed habitat and amenity areas on the site. This shows areas of planting including tree planting, wildflower grassland, hedgerows and amenity grassland.

10.38 The Planning Policy (Design) comments note that area of amenity green space in the centre of the site. The comments state that while this would ideally be bigger, the current area will contribute towards a well-designed development

where residents have easy access to useable open space. The area will also act as a central social hub and contribute towards place making principles.

10.39 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 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 There are two existing properties at High Farm (High Farm and High Farm Cottage). Given that consent is sought for the means of access to this part of the site only, the impact of the proposed residential development on those properties can be assessed in further detail at reserved matters stage. Indicative plans have been submitted to show that the proposed development can occur without having a detrimental impact on the existing dwellings with sufficient separation being achievable and a means of access to the High Farm site being provided from the link road.

11.10 There is housing to the west of the wagonway off Simonside Way, Ashley Close, Foxley Close and Alderley Drive. The wagonway separates the site from these properties. There is also additional landscaping proposed as part of the proposed development. The separation distance between the proposed and existing housing is acceptable.

11.11 Hillheads Farm is to the west of the northern part of the site. There is existing landscaping within the site along the boundary with Hillheads Farm and this is to be retained. This would assist in separating the proposed dwellings from the boundary with the farm.

11.12 West Lane Farm, West Lane Farm Cottages and 1 West Lane Farm Cottages lie to the east of the proposed A19 interchange works. The proposed eastern roundabout will be approximately 70m from the western boundary of the West Lane Farm complex. It is not considered that the proposed interchange works would have a detrimental impact on the residential amenity of the occupiers of the properties.

11.13 The separation distances between the proposed dwellings are considered to be acceptable to ensure the privacy, outlook and daylight to those dwellings is acceptable. For the outline area, the indicative layout demonstrates that an acceptable layout can be achieved for the number of dwellings proposed and achieving satisfactory separation distances. A reserved matters application will control the details of the layout, scale, appearance and landscaping of the outline area.

11.14 The Manager for Environmental Health (Pollution) has been consulted. She has raised concerns regarding road traffic noise from the A19 and Killingworth Way A1056 and the proposed new link road affecting the proposed residential development. They have reviewed the updated Environmental Statement Addendum.

11.15 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 and limit levels for NO₂, PM₁₀ and PM_{2.5} if the development was to occur. With regard to PM_{2.5} levels, 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. Any new development will contribute to the overall air quality levels within an area and therefore although the overall impacts are considered to be negligible there will still be impacts and therefore it recommended that some mitigation measures are incorporated within the scheme to address air pollutants, e.g. such as the provision of electric car charging points, travel plans and use of low NO_x boilers.

11.16 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 Heath 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.

11.17 Environmental Health advise that the updated noise assessment has modelled the updated traffic data. The noise assessment has considered the equivalent daytime facade noise levels at the proposed residential units for those closest to the A19, Killingworth Lane (B1317) and Killingworth Way (A1056), based on noise monitoring carried out at monitoring location nearest to these major roads in the area of Phase 1 of this development.

11.18 A 4m high bund is proposed to mitigate road traffic noise from the A19. For the majority of the length of the bund, the overall width will be 15m and a 5m top width. The bund will either be a 2m earth bund with a 2m high acoustic fence on top or a 4m high earth bund. A condition is recommended for a ventilation scheme that allows for whole house ventilation is provided, unless an overheating assessment has been provided to show that the proposed ventilation scheme is acceptable.

11.19 The noise assessment has confirmed that the external noise levels for gardens can be achieved to meet the world health organisation community noise level for outdoor spaces of 55dB through good build design with the houses orientated so that gardens are screened by the buildings to mitigate against road traffic noise. It is noted that a small number of gardens will have part of the

garden area which will be above 55dBA. Some gardens will require 1.8m high acoustic fencing to ensure the outdoor amenity noise levels are achieved.

11.20 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.” 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.

11.21 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.

11.22 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.

11.23 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 Objective E of the MP 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 MP 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.

12.9 Members are advised that a section of the primary road infrastructure forms part of this application from Killingworth Way to Killingworth Road.

12.10 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.

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

12.12 The Site-Specific IDP provides indicative costs associated with the delivery of the highway infrastructure costs. The application includes the provision of an upgraded A19 interchange at Killingworth Way. This involves a dumbbell roundabout with access from the western roundabout to the proposed residential development.

12.13 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.

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

- Site access (south) B1317 (Killingworth Lane) - new roundabout, cycle & footpath links and crossing points.
- Site access (north), A19 Trunk Road, A1056 (Killingworth Way), B1322 (Backworth Lane) Interchange - two new roundabout, works to A19 slip roads A1056 and B1322 (Dumbbell Arrangement) and improved pedestrian and cycle links on A1056 (Killingworth Way),
- A1056 (Killingworth Way), Northgate, Greenhills) roundabout - part signalisation with localised widening
- A1056 (Killingworth Way), B1505 (Station Road) roundabout - part signalisation with localised widening

12.15 The Highways Network Manager has advised that the site will comprise of main link road from the A1056 (Killingworth Way) to the north connecting to the B1317 to the south with parcels of development accessing from the link road. Pedestrian and cycle links will be provided throughout the site and connect into existing infrastructure. Parking and visitor parking will be provided in accordance with the Transport and Highways SPD 2022. He has also advised that the applicant will be required to enter into a S106 agreement for a Travel Plan sum of £154,568 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.

12.16 National Highways initially submitted a holding direction to the application. The applicants have submitted additional information and have been in discussions with National Highways regarding the proposed A19 interchange works. The holding direction has now been withdrawn. National Highways have now advised that they have reviewed the Applicant's A19(T)/A1056 (Killingworth) Transyt16 model and Trigger Assessment and they recommend conditions are imposed. They consider a planning condition for the A19 Killingworth mitigation scheme is required because it has been demonstrated that this application has a severe impact at the junction. The proposed works to provide a new double roundabout at that interchange will mitigate the impact of the proposed development on the strategic network to an acceptable level.

12.17 Objective K of the Masterplan refers 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. Paragraph 4.4 of the MP 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.

12.18 Paragraph 5.2 of the MP 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.

12.19 Paragraph 6.3 of the MP states that 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.

12.20 There are bus stops on Simonside Way which are within a 400m walking distance of the south-eastern part of the site, however the Phase 1 Framework Travel Plan notes that most of the site is beyond this distance.

12.21 A Public Transport Strategy will be implemented including a contribution of £1,214,201 to Bus Service provision for the wider site, along with a Travel Plan and the developer has agreed a Travel Plan sum of £154,568 if targets for car trips associated with the site are not met, as well as a monitoring fee 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.

12.22 The applicant has submitted a Public Transport Strategy which sets out proposals to extend local bus services. Nexus have advised that they support the draft site wide transport plan. The revised phasing plan in Killingworth Moor North mitigates any earlier concerns Nexus has had and they support any additional provision of active travel infrastructure or connections at the development site.

12.23 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 closure of a right of way at the northern part of the site. This right of way runs to the north west of the existing A19 interchange, and whilst its formal designation runs across this area, it does not appear clearly on the ground.

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

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

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 loss of open space, loss of landscaping, loss of trees and loss of wildlife.

13.15 LP policy S4.4(b) includes a Killingworth Moor Indicative Concept Map and this includes indicative green amenity space and buffer zone. The latter is adjacent to the A19 i.e. along the eastern boundary of this site and also along the northern and south-eastern boundaries. It also extends across a central area to the wagonway. A wildlife corridor also crosses the site along its boundary with the wagonway. 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.

13.16 The Biodiversity Officer and the Landscape Architect have been consulted on the application and have offered their comments. They have advised that the development site is dominated by arable crops with additional habitats including broadleaved trees, plantation woodland, standing water, poor semi-improved

grassland and hedgerows. Bat roost assessments of buildings associated with High Farm have been carried out. Bat transect surveys have been undertaken for the application site. Breeding bird surveys, wintering bird surveys and protected species surveys have been undertaken. The majority of arable habitat on site will be lost however much of the existing woodland/scrub and native hedgerows will be retained. Whilst arable fields are of low ecological value, they provide habitats for low numbers of ground nesting birds and for wintering birds. Mitigation measures for the scheme have been provided through an on-site landscaping scheme and an off-site compensation area for farmland birds. Additional measures such as bird and bat boxes will be provided. The off-site compensation area at Backworth will address impacts associated with the loss of arable land for farmland birds. This improvements will enhance the off-site area and build additional capacity for farmland birds at the site. The general objectives and farmland bird measures proposed are considered acceptable.

13.17 A biodiversity net gain assessment has been undertaken. The extent of habitat creation within the site includes 2.57ha of broadleaf woodland, 5.77ha of other neutral grassland, 2.84ha of mixed native scrub, 0.65ha of SUDs, 0.86ha of modified amenity grassland, 201 standard urban trees and 4.49km of species rich native hedgerows including 2.38km with hedgerow trees. In addition habitat creation and enhancement off-site on farmland bird compensation land at Backworth includes 1.93ha of other neutral grassland created, 2.44ha of other neutral grassland enhanced and 240 linear metres of species rich native hedgerow. The metric assessment indicates an overall net gain of 11.41% habitat units and 205.16% net gain for hedgerow units on and off-site. Of this there is a 0.18% net gain of the habitat units and 193% of the hedge units delivered on site. The scheme therefore will deliver a biodiversity net gain.

13.18 The Masterplan states that there should be a 50m landscape buffer along each side of the Seaton Burn wagonway. The Planning Policy (Design) Officer notes that the proposed plans include visitor parking bays, small roads and part of the link road within this 50m buffer. This therefore does not comply with the Masterplan. The Biodiversity Officer and Landscape Architect state that the buffer to the wagonway has not been adequately addressed and does not meet the design principles of the Masterplan. They advise that the 50m buffer is not achieved all the way along the 750m linear length with most of the woodland structure shown along the wagonway on the southern boundary being existing and not new and they state that the new development offers only around 1.4ha of new planting along the wagonway. They advise that there are sections that are less than 30m. They advise that whilst it is acknowledged that there are new habitats proposed along the wagonway which will contribute to the enhancement of the wildlife corridor the scheme has not been designed in accordance with the Masterplan and this has resulted in some narrow buffer planting sections. The concerns of the Biodiversity officer, Landscape Architect and Planning Policy (Design) Officer are noted. The applicant has advised that the 50m buffer cannot be achieved at the south of the site because of the requirement for the Killingworth Lane roundabout and spine road that needs to be located at the south-eastern part of the site. Whilst there is concern regarding the width of the buffer to the wagonway it is not considered that this would result in harm to the extent which would present a reasonable reason to refuse the

application given the requirement to deliver housing, the need to provide a link road at the site and the overall biodiversity net gain at the site.

13.19 An arboricultural impact assessment has been submitted. It will be necessary to remove certain trees to facilitate the development. A section of group 1 is classed as category A, with the rest as B and C. Whilst there are some category A trees the majority of individual trees are of a lower value. All of the hedgerows present on site are of low value. The Biodiversity officer and Landscape Architect advise that the site taken as a whole is therefore considered to be of low to moderate value with a small pocket of high value specimens. In terms of mitigation, the tree and hedge removals will have a minimal arboricultural impact which can be easily offset by tree and hedge planting elsewhere within the site.

13.20 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 and will serve to screen and strengthen locations where trees and hedges have been lost or pruned. The Biodiversity officer and Landscape Architect advise that the proposals will overall result in a moderately beneficial impact on trees and hedgerows across the site. They advise 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 and that notwithstanding the Waggonway buffer planting along the western boundary, the landscape scheme submitted is generally acceptable and in accordance with the Killingworth Moor Masterplan. 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 In terms of the A19 interchange works, changes have been made by the applicant to this area in response to feedback, with the inclusion of additional woodland planting and permanent open water to the SUDs basin which will provide valuable biodiversity enhancements. New woodland planting is proposed along the eastern boundary adjacent to the A19. This will be planted on a bund that extends the length of the eastern boundary. New woodland is also proposed along part of the eastern boundary adjacent to the B1317 to extend the existing woodland along this boundary. This planting strengthens key boundaries to the development site and is important in providing screening and improving green infrastructure across the whole site.

13.22 The application has provided a large area of public amenity space to the central part of the development with good public access and planting. Overall the Biodiversity Officer and Landscape Architect advise that notwithstanding the issues highlighted in relation to the waggonway buffer planting, the scheme is otherwise considered acceptable from a landscape and ecology perspective, providing green infrastructure, habitat and protected species mitigation and a net gain for biodiversity. Conditions are recommended to mitigate the impact of the development.

13.23 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 adverse impacts which would significantly and demonstrably outweigh the benefits. Refusal is only justified 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. 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.

13.24 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.

13.25 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. The submitted Flood Risk Assessment and Drainage Strategy (FRA) has been considered by the relevant consultees. The FRA states that the 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.

14.8 The Lead Local Flood Authority (LLFA) has reviewed the accompanying information regarding flood risk. They advise that overall the development will be providing sufficient surface water attenuation within the site via the use of five suds ponds which are designed to accommodate a 1in100 year rainfall event including a 45% allocation for climate change and 10% for urban creep all of which will have flow control devices on their outlets. The surface water drainage from the development will then discharge to a final suds pond offsite on the north-eastern side of the A19/Killingworth Way interchange. Conditions are recommended.

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

14.10 The Environment Agency has been consulted. They have raised no objections to the proposed development.

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

14.12 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. 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. She has raised no objections subject to conditions.

15.6 The Coal Authority has been consulted. They have considered the accompanying Coal Mining Assessment. They advise no objections.

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 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 has reviewed the Environmental Statement Addendum and she notes the presence of a buffer along the route of the wagonway and the provision of access points onto the footpath. She advises that this will contribute towards preserving the wagonway as a historic landscape feature and improving public access to it.

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 Footnote 58 of the NPPF states that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. The NPPF defines the best and most versatile agricultural land as land in grades 1, 2 and 3a of the Agricultural Land Classification.

18.3 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.

18.4 The ALC has assessed the application site and concludes that most of the agricultural land with the application site is classified as Subgrade 3b (moderate quality) with areas around the A19 interchange 3a (good quality) (0.85 hectares).

18.5 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. The majority of the application site is not considered as

best and most versatile agricultural land. 0.85 hectares is on land classified as category 3a.

18.6 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 the majority of which has been assessed to be less than best and most versatile agricultural land. In addition some of the 3a agricultural land within the site boundary is proposed to be used for a SUDS basin and landscaped for biodiversity.

18.7 Based on the ALC's assessment of the agricultural land of the majority 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. Whilst a small area of the site is 3a, this is considered acceptable given the location of this land near the A19 interchange and the impact of not delivering the works as part of the strategic site.

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 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.

Policy DM4.7 provides for economic viability to be taken into account and a robust assessment process has been undertaken.

19.17 The viability assessment has been independently assessed for the LPA and it is accepted that the scheme is not viable with any affordable housing or S106 contributions. However the applicant has advised that they will contribute

up to 10% affordable housing on the basis that the council invests in the delivery of the A19 interchange improvements via CIL. This would comprise the CIL contribution from this and other development being directed towards the cost of the A19 interchange improvement works. The level of affordable housing would be dependent on the investment of CIL in the A19 interchange works. As noted above, it is clear that in the absence of any such contribution, no affordable housing or other contributions could be secured.

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

- Primary education £933,900
- Sports pitch £182,535
- Built sports £225,002
- Coastal Mitigation £83,956. This contribution complies with the requirements derived from the Coastal Mitigation SPD.
- Public transport to be clarified.
- Travel Plan Bond to be clarified. This contribution complies with the requirements derived from the Transport and Highways SPD.

19.19 The application includes a Locally Equipped Play Area and a condition is recommended to obtain details of this and its management.

19.20 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.

19.21 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.

19.22 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.

19.23 The applicant's approach for this application 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.

19.24 Other applications for parts of the Killingworth strategic site are pending consideration. It has been demonstrated that viability in this case is challenging. A significant financial cost falls on this phase of development as a result of the improvement works to the A19 but these works are necessary both for this phase and the wider site. Given the significant cost of the A19 interchange works this phase is unviable without subsidy.

19.25 Contributions to infrastructure requirements to support the 556 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 later 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 future 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.

19.26 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.

19.27 This development would be CIL liable (with appropriate relief for any social housing delivered). However it is the intention that CIL will be invested towards the A19 interchange scheme and the S106 will detail the reinvestment of this towards the interchange when CIL funds are available from this application, application reference 20/01435/FULES and an additional CIL amount.

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.

21.3 The majority of the site is allocated as part of the wider Killingworth Moor Strategic Site. Part of the site is in designated Green Belt however development here comprises necessary infrastructure and is considered not to be inappropriate in accordance with NPPF paragraph 155. 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 subject to imposing the suggested conditions. Whilst there is not the evidence to state that future phases 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 Notwithstanding the absence of a 50m buffer to the full length of the western boundary with the wagonway, the design and layout of the proposal otherwise 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. It is considered that the absence of a 50m buffer for the full length of the western boundary with the wagonway would not result in harm to the extent which would present a reasonable reason to refuse the application.

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. The provision of 10% affordable housing subject to the reinvestment of CIL funds weighs in favour of the proposal.

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, with 10% affordable housing subject to CIL investment. In the opinion of officers, the impacts of the development identified in this 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 £933,900
- Sports pitch £182,535
- Built sports £225,002
- Sustainable transport - to be agreed
- Coastal Mitigation £83,956. This contribution complies with the requirements derived from the Coastal Mitigation SPD.
- Travel Plan Sum £154,568. 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.

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 South
 Site Access North
 Killingworth Way, Northgate & Greenhills
 Killingworth & Way Station Road

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:

Location Plan SD-00.10 Rev.
 Proposed Site Plan SD-10.01 Rev.M
 Boundary Treatment Plan SD-10.06 Rev.M
 Surface Treatment Plan SD-10.07 Rev.J
 Adoption Plan SD-10.08 Rev. J
 Proposed Masterplan SD-10.09 Rev.H
 Proposed Site Plan Outline Phase SD10.20 Rev.G
 Proposed Site Plan South Eastern Phase SD10.21 Rev.G
 Proposed Site Plan Western Phase SD10.22 Rev.G
 Road Hierarchy Plan SD10.11 Rev D
 Phasing Plan SD10.12
 Indicative Site Sections SD-40.01
 Type B1 Plans SD-20.02
 Type C1 Plans SD-20.03
 Type D1 Plans SD-20.06

Type E1 Plans SD-20.07
Type F Plans SD-20.08
Type G1 Plans SD-20.09
Type G2 Plans SD-20.10
Type L1 Plans SD-20.11
Type L2 Plans SD-20.12
Type R Plans SD-20.15
Type T Plans SD-20.16
Type U Plans SD-20.17
Type V Plans SD-20.18
Type X Plans SD-20.21
Type B1 Elevations SD-30.02
Type C1 Elevations SD-30.03
Type D1 Elevations SD-30.06
Type E1 Elevations SD-30.07
Type F Elevations SD-30.08
Type G1 Elevations SD-30.09
Type G2 Elevations SD-30.10
Type L1 Elevations SD-30.11
Type L2 Elevations SD-30.12
Type R Elevations SD-30.15
Type T Elevations SD-30.16
Type U Elevations SD-30.17
Type V Elevations SD-30.18
Type X Elevations SD-30.21

Site Wide Drainage Strategy 1 of 5 NT15753-131 P3
Site Wide Drainage Strategy 2 of 5 NT15753-132 P3
Site Wide Drainage Strategy 3 of 5 NT15753-133 P3
Site Wide Drainage Strategy 4 of 5 NT15753-134 P3
Site Wide Drainage Strategy 5 of 5 NT15753-135 P3
Swale Construction Details NT13659-125

Proposed Planting NT14329-003-H
Retained Trees NT14329-002-H
Landscape Strategy Plan NT14329-001-N
Landscape Scheme for Roundabouts and Slip Roads NT15753-136-D

Arboricultural Impact Assessment Tree Protection Rev E Plan 1 of 2
Arboricultural Impact Assessment Tree Protection Rev E Plan 2 of 2
Arboricultural Impact Assessment Report Rev E
Arboricultural Method Statement Tree Protection Plan Rev E
Arboricultural Method Statement Report Rev E

NT15753-005-PO1 Spine Road GA Sheet 1
NT15753-006-PO1 Spine Road GA Sheet 2
NT15753-007-PO1 Spine Road GA Sheet 3
NT15753-008-PO7 Spine Road GA Sheet 4

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

2. The development hereby permitted in FULL shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

3. Approval of Detail Res Matters Spec OUT MAN04 *appearance, scale, layout and landscaping

4. Application for approval of the reserved matters for each phase of the outline element shall be made to the local planning authority not later than five years from the date of this permission, and shall begin not later than two years from the date of approval of the last reserved matters to be approved.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990

5. The development hereby permitted shall include no more than 566 dwellings, with the area in outline not exceeding 124.

Reason: In order to ensure no more than the approved number of dwellings.

6. 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.

7. The development shall be carried out in full accordance with the approved phasing plan unless otherwise agreed in writing with the Local Planning Authority,

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).

8. Notwithstanding Condition 1, no development of each phase shall commence until a Construction Method Statement for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall: identify the access to the site for all site operatives (including those delivering materials) and visitors, provide for the parking of vehicles of site operatives and visitors; details of the site compound for the storage of plant (silos etc) and materials used in constructing the development; provide a scheme indicating the route for heavy construction vehicles to and from the site; a turning area within the site for delivery vehicles; dust suppression scheme (such measures shall include mechanical street cleaning, and/or provision of water bowsers, and/or wheel washing and/or road

cleaning facilities, and any other wheel cleaning solutions and dust suppressions measures considered appropriate to the size of the development) and details of fuels and waste as well concrete mixing and use of fires. This shall include tree protection measures for the retained trees. 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. 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 each phase 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.

9. Prior to occupation of any dwellings 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 to be provided to habitable rooms as outlined in the Updated Environmental Statement Addendum Chapter 8 and Environmental Statement Addendum Chapter 10 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 BS8233:2014 and the World Health Organisation community noise guidelines. This shall be implemented and retained thereafter.

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.

10. Prior to occupation of any dwellings, a ventilation scheme shall be submitted to and approved in writing by the Local Planning Authority. This shall ensure an appropriate standard of ventilation, with windows closed, is provided. Where the internal noise levels specified in BS8233 are not achievable, with window open, due to the external noise environment, an alternative ventilation system must be installed, that addresses thermal comfort and purge ventilation requirements to reduce the need to open windows, unless an overheating assessment is provided to verify that there are no overheating risks. The alternative ventilation system must not compromise the facade insulation or the resulting internal noise levels. Where an overheating assessment is provided this must be carried out by a qualified engineer. Where the property is subject to a risk of overheating an alternative ventilation or cooling system must be provided that is designed to achieve the levels in the current CIBSE guidance. This shall be implemented and retained thereafter.

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.

11. Prior to the occupation of the any housing, details of the engineered earth bund shown in Figure 8.1 of the Environmental Statement Addendum Drawing No NT15910/Fig8.1 and timing for implementation shall be submitted to and approved in writing by the Local Planning Authority. This shall ensure noise mitigation as detailed in the noise report. This shall thereafter be implemented and thereafter retained and maintained.

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.

12. Prior to the occupation of the housing details of the acoustic fencing bund shown in Figure 8.1 of the Environmental Statement Addendum Drawing No NT15910/Fig8.1 shall be submitted to and approved in writing by the Local Planning Authority. This shall ensure an appropriate standard of ventilation, with windows closed. This shall thereafter be implemented and thereafter retained and maintained.

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.

13. Prior to the commencement of the outline area of housing, a noise scheme shall be submitted to and approved in writing that has considered both existing and future noise levels likely to be experienced, for the opening year of that phase of the development, or the next 15 years, whichever commences first, to consider the noise levels arising from road traffic noise. The scheme shall ensure good internal and external noise levels in accordance with BS8233 and the World Health Organisation Community Noise guidelines and habitable living rooms to achieve a standard of 35 dB LAeq,T for daytime and bedrooms to meet a good internal standard of 30 dB LAeq,T at night. Gardens shall achieve a noise level less than 55 dB LAeq 16 hours. The mitigation measures shall be implemented in accordance with the approved scheme and retained thereafter.

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.

14. Notwithstanding the details submitted, the following off-site highway works shall be carried out in accordance with the agreed timescales and subject to the submission of amended plans and technical approvals, compliance with cycle infrastructure to LTN1/20 and Road Safety Audits:

Site Access South (Drawing number NT15753 - 008 - Revision PO7). This shall be installed prior to the occupation of any dwellings.

Site Access North (Drawing number NT14951-00 - Revision S). This shall be installed prior to the occupation of 199 dwellings.

Killingworth Way, Northgate & Greenhills (Drawing number TTE 00 ZZ DR CH 0001 - Revision P03. This shall be installed prior to the occupation of 300 dwellings.

Killingworth & Way Station Road (Drawing number TTE 00 XX DR O 0002 - Revision P03. This shall be installed prior to the occupation of 150 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).

15. No development shall commence until a revised scheme for the main link road including the drawing numbers listed below has been submitted to and approved in writing by the Local Planning Authority. This scheme shall be implemented in accordance with the approved plans and shall be retained thereafter.

NT14951-001 - Proposed Dumbbell General Arrangement
NT15753 - 005 - Revision P01 - Spine Road General Arrangement Sheet 1
of 4
NT15753 - 006 - Revision P01 - Spine Road General Arrangement Sheet 2
of 4
NT15753 - 007 - Revision P01 - Spine Road General Arrangement Sheet 3
of 4
NT15753 - 008 - Revision P07 - Spine Road General Arrangement Sheet 4
of 4
SD - 10.01 Rev M - Proposed Layout
SD - 10.06 Rev M - Proposed Boundary Treatment Plan
SD - 10.07 Rev J - Surface Treatment Plan
SD - 10.08 Rev J - Adoption Plan
SD - 10.09 Rev H - Proposed Masterplan
SD - 10.11 - Revision D - Road Hierarchy Plan
SD - 10.20 Rev G - Proposed Layout - Outline Phase
SD - 10.21 Rev G - Proposed Layout - South-Eastern Phase
SD - 10.22 Rev G - Proposed Layout - Western Phase

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

16. 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).

17. 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).

18. 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).

19. 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).

20. 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).

21. Notwithstanding the details submitted in the Travel Plan, no part of the development shall be occupied until a Full Travel Plan for each phase 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 and be retained thereafter.

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

22. 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).

23. Prior to the occupation of any dwellings, details of the bus stops and turning areas and a timescale for their implementation shall be submitted to and approved in writing by the Local Planning Authority. The details as approved shall be implemented in accordance with the agreed timescales.

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).

24. Prior to the occupation of the 121st dwelling hereby permitted, a detailed Construction Design Plan and working Method Statement relating to site earthworks for the improvement scheme identified for A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S) shall be submitted to and approved by the Local Planning Authority (in consultation with

the Highway Authority for the A19). Construction of the scheme shall then be carried out in accordance with the agreed Construction Design Plan and working Method Statement.

Reason: To mitigate any severe or unacceptable impact from the development and to protect the integrity of the A19 in accordance with National Planning Policy Framework (September 2023) and DfT Circular 01/2022.

25. Notwithstanding the details submitted in drawing numbers:

SD - 10.01 Rev M - Proposed Layout
SD - 10.06 Rev M - Proposed Boundary Treatment Plan
SD - 10.07 Rev J - Surface Treatment Plan
SD - 10.08 Rev J - Adoption Plan
SD - 10.09 Rev H - Proposed Masterplan
SD - 10.11 - Revision D - Road Hierarchy Plan
SD - 10.20 Rev G - Proposed Layout - Outline Phase

No development shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority:

Means of access in accordance with the requirements of the Local Highway Authority

Road hierarchy in accordance with the requirements of the Local Highway Authority

Internal highway layout in accordance with requirements of the Local Highway Authority

Boundary treatments in accordance with the requirements of the Local Highway Authority

Surface treatments in accordance with the requirements of the Local Highway Authority

Highway for adoption in accordance with the requirements of the Local Highway Authority

Allocated parking in accordance with the requirements of the Local Highway Authority

Visitor parking in accordance with the requirements of the Local Highway Authority

Electric Vehicle (EV) charging in accordance with the requirements of the Local Highway Authority

Cycle storage in accordance with the requirements of the Local Highway Authority

Refuse storage in accordance with the requirements of the Local Highway Authority

Bin collection points in accordance with the requirements of the Local Highway Authority

Turning areas in accordance with the requirements of the Local Highway Authority

Pedestrian and cycle links in accordance with the requirements of the Local Highway Authority

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

26. The off-site highway improvement works at the A19/A1056 Killingworth junction as approved under this condition shall be implemented to the satisfaction of the Local Highway Authority (in consultation with the Highway Authority for the A19) and shall be open to traffic prior to the occupation of the 121st dwelling,

Reason: To mitigate any severe or unacceptable impact from the development and to protect the integrity of the A19 in accordance with National Planning Policy Framework (2023) and DfT Circular 01/2022.

27. Prior to the occupation of the 121st dwelling hereby permitted, a detailed design for the improvement scheme identified for A19(T)/A1056 Junction, as shown in general accordance with drawing number NT14951-001 Rev S, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19). This detailed design should incorporate the recommendations of both the Stage 2 and 3 Road Safety Audit (in accordance with DMRB GG119).

Reason: To mitigate any severe or unacceptable impact from the development and to protect the integrity of the A19 in accordance with National Planning Policy Framework (2023) and DfT Circular 01/2022.

28. Within 18 months from the date at which the scheme identified for A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S) has opened for traffic, a Stage 4 Road Safety Audit in accordance with DMRB GG119 shall be submitted to and approved in writing, unless agreed otherwise, by the Local Planning Authority (in consultation with the Highway Authority for the A19).

Reason To mitigate any severe or unacceptable impact from the development and to protect the integrity of the A19 in accordance with National Planning Policy Framework (2023) and DfT Circular 01/2022.

29. Prior to the commencement of the residential development hereby permitted, a Construction Traffic Management Plan for the residential development shall be submitted and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19). Construction of the development shall then be carried out in accordance with the agreed Construction Traffic

Management Plan.

Reason: To mitigate any severe or unacceptable impact from the development and to protect the integrity of the A19 in accordance with National Planning Policy Framework (2023) and DfT Circular 01/2022.

30. Prior to the occupation of the 121st dwelling, the following documents should be submitted, and approved by the local planning authority (in consultation with the Highways Authority for the A19):

- o A detailed Construction Design Plan and working Method Statement relating to site earthworks for the improvement scheme identified for A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S).

- o Geotechnical submissions for works associated with the improvement scheme identified for A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S).

- o A report demonstrating that the design, materials and construction methods to be adopted for the improvement scheme identified for A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S) have been subject to the full requirements of the Design Manual for Roads and Bridges standard CG300 'Technical Approval of Highway Structures'.

- o A Drainage Survey in line with DMRB CS 551 Drainage Surveys and a Detailed Surface Water Drainage Design in line with DfT Circular 01/2022. The Detailed Surface Water Drainage Design must include a maintenance Method Statement and schedule.

- o A Landscape Management Plan and Planting Schedule (including details of implementation and future maintenance) for the A19(T)/A1056 Junction improvement scheme (as shown in general accordance with drawing number NT14951-001 Rev S).

- o A Boundary Treatment Plan for the A19(T)/A1056 Junction improvement scheme (as shown in general accordance with drawing number NT14951- 001 Rev S).

- o A Construction Traffic Management Plan for the A19(T)/A1056 Junction improvement scheme (as shown in general accordance with drawing number NT14951-001 Rev S).

- o A Construction Environmental Management Plan for the A19(T)/A1056 Junction improvement scheme (as shown in general accordance with drawing number NT14951-001 Rev S). All works shall be undertaken in accordance with the agreed documents and maintained as such thereafter.

Reason: To mitigate any severe or unacceptable impact from the development and to protect the integrity of the A19 in accordance with National Planning Policy Framework (2023) and DfT Circular 01/2022.

31. Prior to the commencement of the development hereby permitted, a boundary treatment plan for the residential development on land adjacent to the A19 shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19). All works shall be undertaken in accordance with the agreed plan and maintained in perpetuity as such thereafter.

Reason: To mitigate any severe or unacceptable impact from the development and to protect the integrity of the A19 in accordance with National Planning Policy Framework (2023) and DfT Circular 01/2022.

32. 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 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 and be retained thereafter.

Reason: To mitigate any severe or unacceptable impact from the development and to protect the integrity of the A19 in accordance with National Planning Policy Framework (2023) and DfT Circular 01/2022.

33. The Public Transport Strategy shall be implemented in accordance with the Site Wide Public Transport Strategy Addendum (September 2023) and retained thereafter.

Reason: To mitigate any severe or unacceptable impact from the development and to protect the integrity of the A19 in accordance with National Planning Policy Framework (2023) and DfT Circular 01/2022.

34. Prior to the occupation of the 121st dwelling hereby permitted, a Landscape Management Plan, Planting Schedule and details of implementation and future maintenance shall be submitted to and approved in writing to the Local Planning Authority (in consultation with the Highway Authority for the A19). Planting shall be undertaken in accordance with the agreed plan and maintained as such thereafter.

Reason To mitigate any severe or unacceptable impact from the development and to protect the integrity of the A19 in accordance with National Planning Policy Framework (2023) and DfT Circular 01/2022.

35. Prior to the commencement of the development hereby permitted, a boundary treatment plan for boundaries near or adjacent to the A19 shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19). All works shall be undertaken in accordance with the agreed plan and maintained in perpetuity as such thereafter.

Reason To mitigate any severe or unacceptable impact from the development and to protect the integrity of the A19 in accordance with National Planning Policy Framework (2023) and DfT Circular 01/2022.

36. Prior to the commencement of the development hereby permitted, a Construction Environmental Management Plan focussing the residential development elements shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19). The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting.

Reason To mitigate any severe or unacceptable impact from the development and to protect the integrity of the A19 in accordance with National Planning Policy Framework (2023) and DfT Circular 01/2022.

37. Remediation Method Statement	CON00 5	*
38. Validation Report	CON00 6	*
39. Unexpected Hotspots	CON00 7	*
40. Gas Investigate no Development	GAS00 6	*

41. Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "APPENDIX 7.1 FRA AND DRAINAGE STRATEGY" dated "October 2022". The drainage scheme shall ensure that foul flows discharge via a rising main to the public foul sewer between manholes 8504 and 8502 and ensure that surface water discharges to the existing watercourse.

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

42. 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.

43. 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.

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

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

45. Prior to the occupation of any dwellings details for the provision of a Locally Equipped Area of Play (LEAP) in the area shown on Dwg No. SD10.01 Revision M and a timetable for its implementation shall be submitted to and approved in writing by the Local Planning Authority. These details shall include: the size of the play area, types of equipment to be provided which must be DDA compliant and

provide for a range of age groups (between 2 years up to teens/youths), equipment and surfaces must comply with EN1176/77 and offer variety of play opportunities (i.e. spinning, sliding, swinging etc.) and provision of seating for carers and hardstanding/paths to allow easy access around the site. Thereafter, these agreed details shall be fully installed in accordance with these agreed details and shall be permanently maintained and retained.

Reason: To provide a good range of play experiences for a range of children's ages having regard to Policy DM6.1 of the North Tyneside Local Plan (2017).

46. 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).

47. Notwithstanding Condition 1, and within each approved phase, prior to the commencement of any construction works on the site details showing the existing and proposed ground levels and levels of thresholds and floor levels of the proposed dwellings shall be submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: This information is required to ensure that the work is carried out at suitable levels in relation to adjoining properties and highways, having regard to amenity, access, highway and drainage requirements and protecting existing landscape features having regard to the NPPF and policy DM6.1 of the North Tyneside Local Plan (2017).

48. 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 and/or samples of all surfacing materials and external building materials, including doors and windows) 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).

49. 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 effect 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).

50. 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).

51. 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.

52. 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).

53. 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.

54. Prior to the occupation of any housing, details of the open space, play area, allotments and landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the timescales for their provision, long term management in perpetuity and maintenance. 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.

55. 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).

56. All works to be carried out in accordance with the submitted Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement submitted by All About Trees and within the guidelines contained within BS5837:2012 and NJUG Volume 4. The AMS 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).

57. 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).

58. Prior to commencement of works starting on site on each phase, the trees within or adjacent to and overhang the site that are to be retained are to be

protected by fencing. 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).

59. 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.

60. 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).

61. Details of an updated bat roost assessment and associated bat surveys, in accordance with the most up to date BCT Survey Guidance, shall be submitted to support a detailed planning application for the outline application site including all buildings at High Farm. Details of the surveys shall help inform the detailed design of the outline scheme and include appropriate mitigation details for any impacts. If the ash tree located at OS GR: NZ 28467 72288 (north-west corner of the site near Killingworth Way) (Ecology Survey Appendix 10.1 BSG Ecology) is identified for future removal or pruning work, an updated bat risk assessment of the tree and any associated activity surveys shall be undertaken to determine impacts to bats and to inform an appropriate Working Method Statement or protected species licence.

Reason: In the interests of biodiversity and protection of protected species having regard to policy DM5.5 of the North Tyneside Local Plan 2017.

62. 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).

63. 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).

64. 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.

65. 25no. integrated bird bricks/features for a range of species (including swift) shall be integrated into new buildings within the outline application development site and 15no. bird boxes/features to be provided in appropriate locations on new buildings and/or on appropriate trees within the outline application development site. Details of bird brick and bird box features specifications and locations must be submitted to and approved in writing by the Local Planning Authority within 4 weeks of the outline development commencing on site and will be installed in accordance with the approved plans on completion of works 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).

66. 80no. integrated bird bricks/features for a range of species (including swift) shall be integrated into new buildings within the full application development site and 60no. bird boxes/features for a range of species (including swift) shall be provided in appropriate locations on new buildings and/or on appropriate trees. Details of these bird brick/boxes/features specifications and their locations shall 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.

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).

67. 20no. integrated bat bricks/features for bats shall be integrated into new buildings within the full application development site and 10no. bat boxes/features in appropriate locations on new buildings and/or on appropriate trees within the full application development site. Details of bat brick/boxes 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.

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).

68. 60no. integrated bat bricks/features for bats shall be integrated into new buildings within the full application development site and 25no. bat boxes/features for bats shall be provided in appropriate locations on new buildings and/or on appropriate trees within the full application development site. Details of bat brick/boxes 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.

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).

69. Hedgehog gaps (13cmx13cm) shall 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 Local Planning Authority for approval prior to their installation. These shall thereafter be 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).

70. 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:

- 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 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.

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).

71. 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 site landscaping/habitat creation and watercourse improvements 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 Gain Assessment Report & Biodiversity Metric 4.0 (BSG/Biodiverse Consulting December 2023); the River Condition Assessment Report and Metric (OS Ecology Nov 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/Biodiverse Consulting Dec 2023) and approved Landscape Plans/Strategies. The Plan shall detail how habitat condition criteria set out within the approved Metrics will be met through management.
- o Details of watercourse improvements proposed to the Seaton Burn watercourse tributary, including a Landscape Plan, as identified in the River Condition Assessment Report and Metric (OS Ecology Nov 2023).
- o Survey and monitoring details for all for all target habitats identified within the Biodiversity Gain Assessment Report & Biodiversity Metric 4.0 (BSG/Biodiverse Consulting December 2023) and the River Condition

Assessment Report and Metric (OS Ecology Nov 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.

o 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 Reports and Biodiversity Metrics.

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).

72. 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.

73. Prior to the development commencing on each phase adjacent to the Seaton Burn waggonway, details of the pedestrian links to the waggonway 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 the links are designed and provided in accordance with the Killingworth Moor Masterplan.

74. The temporary bus turning area shall be reinstated to amenity open space when the link road is fully constructed. Details of the reinstatement shall be submitted within two months of the completion of the link road and the amenity open space shall be implemented within three months of the approval of the scheme.

Reason: In order to ensure open space is provided and in the interests of residential and visual amenity, having regard to Policy DM6.1 of the North Tyneside Local Plan.

75. Prior to the commencement of development details showing cross sections through the suds ponds and a construction detail showing the swales through the ponds and details of the ditches and attenuation ponds shall be submitted to and approved in writing to the Local Planning Authority. The details shall include profiles, cross sections and planting of the SUDs. 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.

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

76. Prior to the commencement of development details of the temporary surface water drainage proposals for the whole development during the construction phase and the pollution control measures to be utilised shall be

submitted to and approved in writing to the Local Planning Authority. The development shall be carried out in accordance with the approved details.

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

77. 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.

Reason: In order to prevent pollution and 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).

78. Details of fencing to protect areas of new habitat creation until fully established, shall be submitted to and approved in writing to the Local Planning Authority prior to the implementation of landscaping on site and installed and maintained thereafter, in accordance with the approved details.

Reason: To ensure the habitat is allowed to establish in the interests of ecology and visual amenity having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

79. An arboricultural consultant is to be appointed by the developer to advise on the tree management for the site and to undertake regular supervision visits to oversee the agreed tree protection and visit as required to oversee any unexpected works that could affect the trees. The supervision is to be undertaken in accordance with the Arboricultural Method Statement by All About Trees. This condition may only be fully discharged on completion of the development subject to satisfactory written evidence of regular monitoring and compliance by the pre-appointed tree specialist during construction.

Reason: In order to ensure trees are protected having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

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 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.

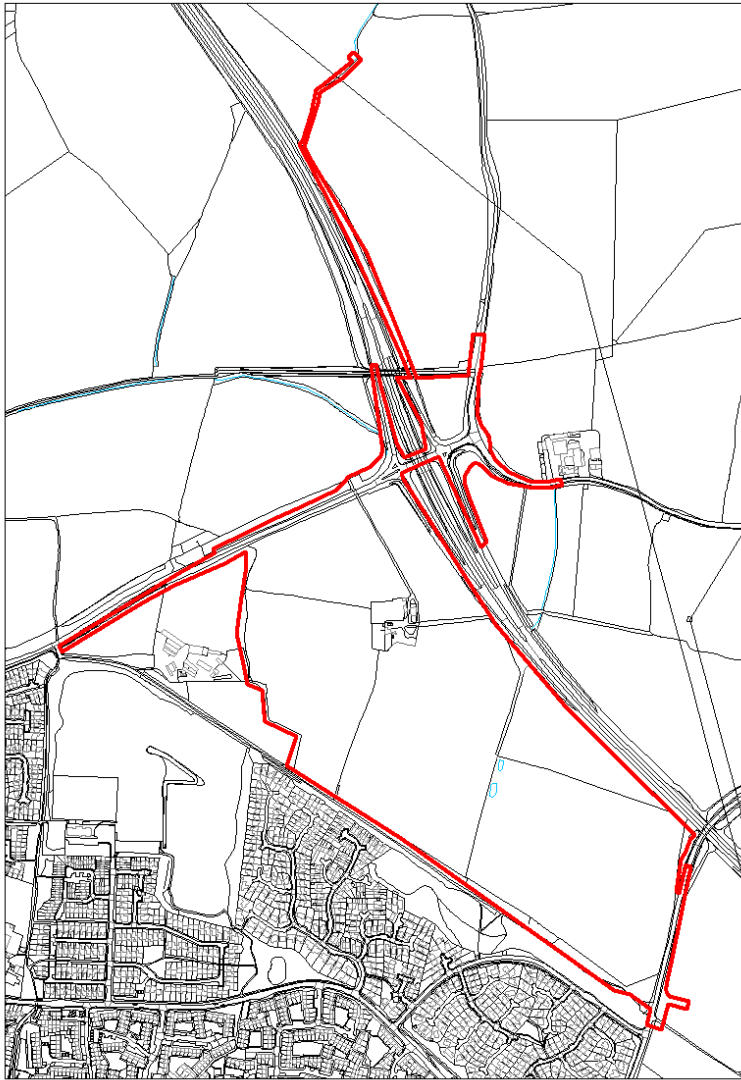
The applicant is advised that none of the site will be considered for adoption by the Local Highway Authority until the full extent of the link road to the junction with the B1317 Killingworth Road has been completed. The onus is on the applicant to convey this information to the housebuilders at the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

Contamination may be on Site (I15)

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

Section 106 - PAYEE (I49)

CIL information (I50)



Application reference: 19/01095/FULES

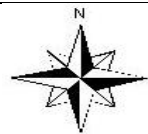
Location: Land Off, Killingworth Lane, Killingworth

Proposal: Hybrid application comprising: Full planning permission for the change of use of agricultural land and development of 432 no. residential dwellings (including affordable housing), highway improvements and associated infrastructure and engineering works, creation of a new access from the A19 Interchange, 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 118 no. residential dwellings (including affordable housing), residential development of High Farm with 6 no. new dwellings, associated infrastructure and engineering works, landscaping and open space, and other ancillary works.

Not to scale

Date: 02.01.2024

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Consultations/representations

1.0 Internal Consultees

2.0 Highway Network Manager

2.1 This is a Hybrid application comprising:

2.2 Full planning permission for the change of use of agricultural land and development of 432 residential dwellings (including affordable housing), highway improvements and associated infrastructure and engineering works, creation of a new access from the A19 Interchange, SUDS, landscaping and open space, and other ancillary works.

2.3 Outline planning permission with all matters reserved except access for the change of use of agricultural land and development of 118 residential dwellings (including affordable housing), residential development of High Farm with 6 new dwellings, associated infrastructure and engineering works, landscaping and open space, and other ancillary works.

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

2.5 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:

2.6 Site access (south) B1317 (Killingworth Lane) - new roundabout, cycle & footpath links and crossing points.

2.7 Site access (north), A19 Trunk Road, A1056 (Killingworth Way), B1322 (Backworth Lane) Interchange - two new roundabouts, works to A19 slip roads, A1056 and B1322 (Dumbbell Arrangement) and improved pedestrian and cycle links on A1056 (Killingworth Way).

2.8 A1056 (Killingworth Way), Northgate, Greenhills roundabout - part signalisation with localised widening

2.9 A1056 (Killingworth Way), B1505 (Station Road) roundabout - part signalisation with localised widening

2.10 The site will comprise of main link road from the A1056 (Killingworth Way) to the north connecting to the B1317 Killingworth Lane to the south with parcels of development accessing from the link road. Pedestrian and cycle links will be provided throughout the site and connect into existing infrastructure. It has been agreed to reduce the width of the link from 7.3m to 6.6m, whilst maintaining the proposed cycle & pedestrian provision to LTN1/20 in the interests of road safety.

2.11 A Public Transport Strategy will be implemented including a contribution of £1,214,201 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 car 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.

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

2.13 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 based on the drawing numbers below, which are subject to amended detailed design, technical approvals, compliance with cycle infrastructure to LTN1/20 and Road Safety Audits:

Site Access South (Drawing number NT15753 - 008 - Revision PO7)

Site Access North (Drawing number NT14951-001- Revision S)

Killingworth Way, Northgate & Greenhills (Drawing number TTE 00 ZZ DR CH 0001 - Revision P03

Killingworth & Way Station Road (Drawing number TTE 00 XX DR O 0002 - Revision P03

Triggers:

Site Access South - prior to occupation

Site Access North (Dumbbell) - prior to the occupation of 199 dwellings

Killingworth Way, Northgate & Greenhills - prior to the occupation of 300 dwellings

Killingworth & Way Station Road - prior to the occupation of 150 dwellings

Section 106 (Sustainable Transport):

£1,214,201 for the provision of bus services to the site

£154,568 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.

Full Conditions:

Notwithstanding the details submitted, the following off-site highway works shall be carried out in accordance with the agreed timescales, subject to amended drawings technical approvals, compliance with cycle infrastructure to LTN1/20 and Road Safety Audits:

- NT15753 - 008 - Revision P07 - Site Access South. This shall be installed prior to occupation.
- NT14951-001- Revision S - Site Access North (Dumbbell). This shall be installed prior to the occupation of 199 dwellings.
- TTE 00 ZZ DR CH 0001 - Revision P03 - Killingworth Way, Northgate & Greenhills. This shall be installed prior to the occupation of 300 dwellings.
- TTE 00 XX DR O 0002 - Revision P03 - Killingworth & Way Station Road. This shall be installed prior to the occupation of 150 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).

No development shall commence until and revised scheme for the main link road including the associated drawing numbers listed below has been submitted to and approved in writing by the Local Planning Authority. This scheme shall be implemented in accordance with the approved plans and shall be retained thereafter.

NT14951-001 - Proposed Dumbbell General Arrangement

NT15753 - 005 - Revision P01 - Spine Road General Arrangement Sheet 1 of 4

NT15753 - 006 - Revision P01 - Spine Road General Arrangement Sheet 2 of 4

NT15753 - 007 - Revision P01 - Spine Road General Arrangement Sheet 3 of 4

NT15753 - 008 - Revision P07 - Spine Road General Arrangement Sheet 4 of 4

SD - 10.01 Rev M - Proposed Layout

SD - 10.06 Rev M - Proposed Boundary Treatment Plan

SD - 10.07 Rev J - Surface Treatment Plan

SD - 10.08 Rev J - Adoption Plan

SD - 10.09 Rev H - Proposed Masterplan

SD - 10.11 - Revision D - Road Hierarchy Plan

SD - 10.20 Rev G - Proposed Layout - Outline Phase

SD - 10.21 Rev G - Proposed Layout - South-Eastern Phase

SD - 10.22 Rev G - Proposed Layout - Western Phase

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 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. 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 Central Government and Council Policy concerning sustainable transport.

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.

Outline Condition:

Notwithstanding the details submitted in drawing numbers:

SD - 10.01 Rev M - Proposed Layout
SD - 10.06 Rev M - Proposed Boundary Treatment Plan
SD - 10.07 Rev J - Surface Treatment Plan
SD - 10.08 Rev J - Adoption Plan
SD - 10.09 Rev H - Proposed Masterplan
SD - 10.11 - Revision D - Road Hierarchy Plan
SD - 10.20 Rev G - Proposed Layout - Outline Phase

No development shall commence until the following details have been submitted to and approved in writing by the Local Planning Authority:

Means of access in accordance with the requirements of the Local Highway Authority
Road hierarchy in accordance with the requirements of the Local Highway Authority
Internal highway layout in accordance with requirements of the Local Highway Authority
Boundary treatments in accordance with the requirements of the Local Highway Authority
Surface treatments in accordance with the requirements of the Local Highway Authority
Highway for adoption in accordance with the requirements of the Local Highway Authority

Allocated parking in accordance with the requirements of the Local Highway Authority
Visitor parking in accordance with the requirements of the Local Highway Authority
Electric Vehicle (EV) charging in accordance with the requirements of the Local Highway Authority
Cycle storage in accordance with the requirements of the Local Highway Authority
Refuse storage in accordance with the requirements of the Local Highway Authority
Bin collection points in accordance with the requirements of the Local Highway Authority
Turning areas in accordance with the requirements of the Local Highway Authority
Pedestrian and cycle links in accordance with the requirements of the Local Highway Authority

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

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.

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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 Local Lead Flood Authority

3.1 I have carried out a review of the latest drainage proposals and responses to our queries which have been submitted as part of planning application 19/01095/FUL. I can confirm in principle I am happy to approve the surface water drainage design for this development as all the points raised in our initial queries have either led to an amendment of the surface water drainage design or a suitable explanation has been provided.

3.2 Overall the development will be providing sufficient surface water attenuation within the site via the use of five suds ponds which are designed to accommodate a 1in100 year rainfall event including a 45% allocation for climate change and 10% for urban creep all of which will have flow control devices on their outlets. The surface water drainage from the development will then discharge to a final suds pond offsite on the North Eastern side of the A19 / Killingworth Way interchange. This suds pond will have a restricted the surface water discharge rate to 109 l/s controlled via a flow control device and will then enter a downstream defender designed to capture any pollutants from leaving the site which will provide two stage treatment for the development. The surface water from the final pond will then enter a dedicated surface water sewer which will discharge the developments surface water drainage into a tributary of the Seaton Burn located to the North.

3.3 The majority of the sites drainage network will be in the form of underground drainage pipes, there will be a section of the main highway through the development where a swale will be constructed alongside in order to provide the highway drainage. All private driveways within the development will be constructed with permeable paving which will reduce the volume of surface water run-off onto the adjacent highway and will provide additional treatment.

3.4 I would recommend if the application is successful that the following conditions will be required;

Details of the approved suds management contractor to be submitted to the LLFA.

Further details showing cross sections through the suds ponds and a construction detail showing the swales through the pond.

Details of the temporary surface water drainage proposals for the whole development during the construction phase and the pollution control measures to be utilised.

4.0 Biodiversity Officer and Landscape Architect

5.0 Introduction

This hybrid application consists of a full application for the construction of 432no. residential dwellings, highway improvements and engineering works, new access from A19 interchange, SUDS, landscaping, open space and other ancillary works and an outline application for 118no. dwellings, residential development of High Farm with 6no. dwellings and associated infrastructure, landscaping and open space. The application site is part of the Northern Gateway and Backworth Bridge Character Area in the adopted Killingworth Moor Masterplan and is located on land between the A19 trunk road, Killingworth Way to the north and north-west of the site and the B1317 to the south east of the site

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.

The 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 waggonways 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:
DM5.2 Protection of Green Infrastructure

S5.4 Biodiversity and Geodiversity
DM5.5 Managing effects on Biodiversity and Geodiversity
DM5.6 International Sites
DM5.7 Wildlife Corridors
DM5.9 Trees, Woodland and Hedgerows

5.1 Masterplan Design Principles

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.

Planning advice/comments in relation to ecology and landscape have been provided on this scheme over the past 4 to 5 years. This has highlighted concerns in relation to the development, landscape and biodiversity, in particular, to the reduction in landscape/biodiversity planting buffer along the Killingworth waggonway which runs north-west to south-east across the site and forms an important wildlife corridor and green route through the Killingworth Moor site as indicated in the Councils Local Plan and Policies Map (2017). The Masterplan and design code have made specific provision for enhancing this wildlife corridor to ensure that habitats and green infrastructure are created and enhanced along this route to provide ecological mitigation, improved commuting and dispersal routes for wildlife, planting buffers to minimise disturbance impacts and to provide visual amenity for users of the waggonway. The Masterplan and Design code outlines the character references for the Northern Gateway and Backworth Bridge, as defined, as *'High Farm, Seaton Burn Waggonway'*. The character reference for Backworth Bridge is defined as *'Green edges and green wedges through this character area to be reference points to create a landscaped focused character area'*. The landscape settings for these areas are characterised by

Retain, protect and enhance the existing hedgerows and planting to define the area and enhance landscaping around High Farm.

Reinforce and enhance the green buffer around Seaton Burn Waggonway with native trees, scrub, hedgerow and wildflower grassland habitat (Northern Gateway).

Wildlife corridor along the Seaton Burn Waggonway to be protected and enhanced with native woodland, scrub, hedgerow and grassland (Backworth Bridge)

Enhance the buffer along the eastern boundary with native species to provide screening to the A19

Along the link road, development will be set back behind green verges, tree planting and hedgerows.

The key design principles are set out in the masterplan to ensure the development would respond appropriately to High Farm so that its contribution to

local character and distinctiveness is retained and the Waggonway was to be enhanced to achieve an approximate 50 metre landscape buffer along its full length. These are two of the key principles set out in the Masterplan and Design Code that ensure the aims of the masterplan are met and contribute to the overall success of the design.

The character and local distinctiveness of High Farm has been addressed through various discussions and design alterations with housing omitted from the west of the farm and offering greater open space within the development. The Waggonway however, is an important feature of the site and a primary aim of the masterplan (see above). The requirement of a 50m wide buffer to the waggonway has been regularly highlighted to the developer since the early design stages but unfortunately, after many years of discussion, the buffer to the waggonway has not been adequately addressed and does not meet the design principles of the masterplan.

5.2 Seaton Burn Waggonway

To meet the aims and objectives of the masterplan, a 50-metre planting buffer is required along the waggonway to protect and enhance existing habitat and help buffer and minimise impacts resulting from disturbance impacts such as lighting, noise, pollutants and an increase in recreational activity. The buffer would also provide sufficient space to create valuable habitat for wildlife and enhance the wildlife corridor. A '*Waggonway Measurements Plan*' has been submitted with the application but this does not achieve the expected 50m wide buffer along its 750 linear length and therefore does not meet the requirements of the Masterplan & Design Code for the following reasons:

Most of the woodland structure shown along the waggonway on the southern boundary is existing and not new. Based on the required 50m wide buffer along its 750m length, there should be approximately 3.8ha of buffer planting along the waggonway. Unfortunately, as the buffer does not provide the 50m width along its entire length, with sections that are less than 30m wide, the overall buffer accounts for only 3.1ha, a shortfall of around 0.7ha (7000m²). Of this 3.1ha, over half of this buffer planting is already existing habitat along the waggonway accounting for around 1.7ha. The new development, therefore, offers only around 1.4ha of new planting along the waggonway, which is just over a third of the expected buffer planting amount.

The 'approximate' 50m of buffer planting along the waggonway route has not been achieved. The definition of 'approximate' is 'close to actual' and whilst we would accept some flexibility or deviation in the 50m width, there are certain locations where the buffer planting width is very narrow (some locations are less than 30m wide) and not compensated for elsewhere. Of particular concern is that the narrow buffer is in locations where the wider buffer is needed, for example in vulnerable locations next to the new highway where disturbance from lighting, pollution and noise will be most evident.

There are concerns that this will also set a precedent for a significantly diminished buffer along the remaining waggonway on Phase 2 of the development, despite the fact that it is clearly set out in the KM Masterplan & Design Code that there should be a 50-metre planting buffer either side of the

waggonway. Early plans for Phase 2 indicate that this phase has also failed to follow the same design principles, developing the site directly adjacent to the waggonway with little space for meaningful habitat creation or enhancement of this route for wildlife as initially intended, and is therefore, not in accordance with the Masterplan and Design Code.

It is disappointing that the design and planting along the waggonway has failed to comply with the principles and design objectives of the Masterplan despite having a number of years since its adoption to create and design a scheme that develops the site in a sustainable way and enhances the waggonway and wildlife corridor in accordance with the principles set out in the Masterplan. Whilst it is acknowledged that there are new habitats proposed along the waggonway which will contribute to the enhancement of the wildlife corridor, the scheme has not been designed in accordance with the KM Masterplan and the Design Code and this has resulted in a compromised scheme with some very narrow buffer planting sections. This issue is referred to the planning case officer to assess in accordance with the KM Masterplan and associated documents which are a material consideration in relation to the application.

5.3 Design Development

Other than the issue of buffer planting to the waggonway, various in-depth discussions with the developer have taken place over the years with changes made to the layout to address ecology and landscape comments, with additional information on landscaping, drainage, biodiversity net gain (BNG) and off-site farmland bird compensation.

The information submitted with the planning application 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.

5.4 Ecology

An Environmental Statement (ES) Addendum (February 2023) has been submitted, which sets out an ecological overview of the land proposed for development including a summary of survey results, impact assessments and mitigation proposals that have been undertaken and developed from survey work undertaken between 2015 and 2023 on the wider Killingworth Moor site and the application site. The ES Addendum is supported by an Ecology Report (BSG Nov 2022 – Appendix 10.1) which sets out the results of surveys for the whole Phase

1 development site, including new land parcels to the north associated with the new roundabout. Some surveys have been updated (2022) and the results of these are presented in the report, along with previous survey data which are used as part of the overall ecological assessment.

These combined reports provide the details of surveys that have been 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

Habitats

The development site is dominated mainly by arable crops with additional habitats including broadleaved trees, plantation woodland, standing water, poor semi-improved grassland and hedgerows. The scheme will result in the loss of the majority of the arable crops and semi-improved grassland areas along with the loss of some hedgerows, trees and woodland. Surface water will be discharged to a small unnamed watercourse to the north of the site which will result in some minor impacts.

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 below in the 'Biodiversity Net Gain' section.

Bat Surveys

Bat roost assessments of buildings associated with High Farm were carried out in 2015 and 2022 to determine their suitability for roosting and hibernating bats. The results of these surveys found that the stone construction farmhouse (building 7) and outbuildings (buildings 3 and 5) have moderate potential to support roosting bats and the remaining buildings and structures have low or negligible potential to support roosting bats. High Farm is located within an extensive area of arable farmland that has been assessed as having low suitability for roosting, commuting and foraging bats.

Bat roost emergence surveys have not been carried out on the High Farm buildings, which form part of the outline application, as development proposals are not currently available for the farm and the long-term fate of each building is not clear. Up-to-date bat surveys of buildings with roosting potential will be required to support a future detailed planning application for High Farm, once plans for the farm have been resolved. The results of these surveys will also inform the detailed designs of any future development: if bat roosts are found to

be present in any buildings subject to future work, it is anticipated that they will be incorporated into the future proposals for the buildings at High Farm.

Bat transect and static bat detector surveys were also undertaken across the Phase 1 site in 2015 and repeated in 2019 which showed that a limited range of bats used the site with low numbers of bats likely to be present. Common pipistrelle was recorded most frequently, with a small number of passes by a *Myotis* sp. bat and noctule bat recorded by the static bat detector deployed in 2019. No further updated surveys have been undertaken since these surveys as the most recent walkover / habitat survey (completed September 2022) confirmed that the habitats on the site have not significantly changed since the bat surveys were completed, and it is reasonable to conclude that it is unlikely that the use of the site by bats will have changed significantly since 2019. In addition, the majority of the site consists of arable crops and it is not considered necessary to undertake further survey of land already assessed as a low potential site for bats.

Trees within the site were also inspected from the ground to assess their potential to support roosting bats in February 2022. Only one tree within the site was identified as having some bat roost potential: an ash tree located at OSGR NZ 28467 72288 (north-west corner of the Site near Killingworth Way) and it is understood that this tree will be retained.

Breeding Birds

Breeding bird surveys have been undertaken as part of the wider Killingworth Moor Site in 2015 and within the current Phase 1 development site in 2019 (BSG Ecology).

The 2015 surveys recorded a total of forty species of bird within the wider Killingworth Moor strategic site, which includes the proposed Phase 1 site. Twelve of the recorded species were considered to be breeding within the Phase 1 site, of which four are included on the BoCC Red List: skylark (two territories), lapwing (two territories), yellowhammer (one territory) and house sparrow (one territory).

The breeding bird survey carried out within the site in 2019 recorded eighteen species that were considered to be breeding. Four of the breeding species are included on the BoCC Red List: skylark (2 territories), starling (1 territory), yellowhammer (1 territory) and house sparrow (4 territories). starling and house sparrow were nesting at High Farm, skylark and lapwing were nesting in the arable fields and yellowhammer was nesting in the hedgerows.

The results of the various surveys and assessments show that the site is used by a limited range of bird species, with low numbers of breeding bird territories present. However, a small number of declining farmland bird species of conservation concern (UK Priority Species or BoCC Red List) were breeding on site, including skylark, lapwing, yellowhammer, house sparrow and starling.

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 between 2019-2022 within the key survey months October-March.

Wintering bird surveys carried out in 2015 and 2016 recorded a total of thirty species across the entire Killingworth Strategic Site. The majority of the species were widespread farmland / urban fringe species including species such as such as starling, dunnoek, reed bunting, meadow pipit, fieldfare, redwing, skylark, woodcock and long-tailed tit. Of these, starling, fieldfare, skylark and woodcock are included on the BoCC Red List and UK Priority Species (S41 NERC) including starling, dunnoek, reed bunting and skylark.

Gull and wader species recorded during the survey included common gull, herring gull, lapwing and golden plover. Of these, herring gull and lapwing are included on the BoCC Red List. The largest aggregations of birds were recorded for the gull species, pigeon species, jackdaw and starling. The surveys found no evidence that the site is used regularly by wintering wader species: no waders were recorded within the Phase 1 site during the survey, however, waders were occasionally recorded within parts of the wider Killingworth Strategic Site. A flock of 52 golden plover was recorded in January 2016 but this was the only record of this species.

Surveys completed in 2019 recorded a total of twenty species within the Phase 1 development site. The majority of the species were widespread farmland / urban fringe species: wood pigeon, magpie, chaffinch, dunnoek, robin, jackdaw, blackbird, house sparrow, tree sparrow, greenfinch, goldfinch, wren, skylark, blue tit, great tit, pheasant and song thrush. In addition, lapwing, black-headed gull and herring gull were also recorded. Of these, house sparrow, tree sparrow, greenfinch, skylark, lapwing and song thrush are included on the BoCC Red List. Wood pigeon, dunnoek and wren are included on the BoCC Amber List.

During all the survey visits in 2022 birds were recorded in relatively small numbers. The largest aggregations of birds were recorded for the gull species, wood pigeon, jackdaw and lapwing.

The results of the various surveys and assessments show that the Phase 1 development site is used by a limited range of wintering bird species.

Other protected or notable species

Badger, otter and water vole surveys were undertaken in 2022 during the extended Phase 1 habitat survey of the new land parcels associated with the roundabout and the wider Phase 1 development site. No evidence of badger presence was found within the site and the absence of setts indicates that badger is not resident within the site. Habitats along the watercourse were considered to have limited suitability for otter as the watercourse is small and unlikely to support significant populations of prey species. No signs of otter activity or evidence of holt sites or resting places were found, and the report concludes that the watercourse is not likely to be used frequently, if at all, as a commuting route, due to the fact that it stops at the A19. The Report concludes that otter is likely to be absent from the site.

Habitats along the watercourse were also considered to have limited suitability for water vole as the watercourse is small with limited flow. Some habitat cover

was present along the banks but no evidence of water vole presence was found and it was therefore concluded, that water vole is likely to be absent from the site.

With regard to great crested newt (GCN), a site visit in May 2016 found that Ponds 1 and 2 were holding water and Pond 3 was dry. In June 2019, Ponds 1 and 2 had insufficient water for samples to be collected for great crested newt eDNA analysis. Pond 3 was found to be almost entirely dry and therefore had insufficient water for samples to be collected for great crested newt eDNA analysis.

A visit to the Phase 1 site in September 2022 also found that Ponds 1, 2 and 3 were dry (marshy). The Report concludes that whilst these features are referred to as ponds, it is clear they are evident as marshy ground only and as the features have consistently been found dry, no great crested newt surveys have been completed as the ponds are considered to be unsuitable for this species.

In addition, the 'ponds' are surrounded by arable farmland, which is sub-optimal terrestrial habitat for great crested newt. They are poorly connected with habitats that may potentially support great crested newt, the nearest pond being c.980 m to the north-west and it is, therefore, concluded that great crested newt is likely to be absent from the Phase 1 site.

No brown hares were recorded during the various surveys, although the arable habitats present within the site have been assessed as being suitable to support this species. Habitats adjacent to the site are unsuitable for brown hare, as there is housing to the south-east, south and west. Arable habitats to the north are separated from the site by the A1056 and to the north-east by the A19 major trunk road. Brown hare is therefore likely to be an infrequent visitor to the site or may be absent.

Some of the habitats around field margins, including the base of hedgerows, may be suitable for foraging hedgehog. However, the site is generally very poor for this species as the field margins, where present, are narrow and many of the hedgerows are gappy providing limited sheltering opportunities for hedgehog. Hedgehog is therefore likely to be an infrequent visitor to the site or may be absent.

5.5 Mitigation

As noted in the Biodiversity Net Gain Report and associated Metric spreadsheet, the majority of arable habitat on site will be lost as a result of the development, however, much of the existing woodland/scrub and native hedgerows will be retained. Whilst arable fields are of low ecological value, 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 Gain Assessment Report & Biodiversity Metric 4.0 (BSG/Biodiverse Consulting December 2023), the 'Landscape Strategy (DWG No: NT14329/001 Rev N) and 'Proposed Landscape Scheme for Roundabouts and Slip Roads' (DWG No: NT15753-136 Rev D) and the 'Management Plan for Off-Site Compensation Land at Backworth' (BSG Ecology December 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.

5.6 Backworth Off-Site Compensation Land Plan

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 is proposed on land at Backworth in North Tyneside, owned by Northumberland Estates, to address these impacts with proposals to enhance the existing land and build additional capacity for farmland birds at the site. This site at Backworth is approximately 20ha 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).

The off-site farmland bird compensation proposed in the Management Plan, refers to both Phase 1 and Phase 2 development at Killingworth Moor and their associated compensation requirements as a single large off-site compensation area will accommodate displaced birds from both developments. Whilst separate parcels of land have been identified for the proposed developments, the land parcels are located adjacent to each other and form one large contiguous area of 20ha.

The scheme for the current application (Phase 1) requires 6.7ha of the land at Backworth to provide farmland bird compensation (as shown in Figure 2 of the Report) and the remaining land (13.3ha) will provide the remaining off-site compensation for Phase 2.

A '*Management Plan for Off-Site Compensation Land at Backworth* (BSG December 2023) has been submitted which provides the baseline survey details undertaken at the compensation sites to assess their current value and outlines 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 Backworth in North Tyneside approximately 1.2km from the development site and will provide measures to build capacity within the site in the long term (minimum of 30 years) for farmland birds. This includes creation of species rich grasslands, 15m wide species rich field margins, beetle banks, hedgerow creation and enhancement around field boundaries, skylark plots in the retained arable fields and creation of a wader scrape. 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 detailed version of the Plan will need to be submitted for approval via a S106 legal agreement.

5.7 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 December 2023)) in relation to the proposed development site and the off-site compensation land at Backworth. A 'River Condition Assessment' (RCA) and Metric for the watercourse to the north of the new roundabout and SUDs scheme east of the A19 (OS Ecology November 2023) has also been undertaken separately.

The Metric and BNG assessments include 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 both on and off-site net gain based on habitat creation and enhancement. These indicate the extent of habitat creation within the development site (as detailed on 'Landscape Strategy (DWG No: NT14329/001 Rev N) and the 'Proposed Landscape Scheme for Roundabouts and Slip Roads' (DWG No: NT15753-136 Rev D) BNG DWG No: NT14566) which includes the following habitats:-

- 2.57 ha of broadleaf woodland
- 5.77 ha of other neutral grassland
- 2.84 ha of mixed native scrub
- 0.65 ha of SUDs (Sustainable Urban Drainage features)
- 0.86 ha of modified (amenity) grassland
- 201 no. standard urban trees
- 4.49km of species rich native hedgerows including 2.38km with hedgerow trees

In addition, habitat creation and enhancement off-site on farmland bird compensation land at Backworth, will also contribute to biodiversity net gain associated with the scheme. This includes the creation and enhancement of the following habitats:-

- 1.93 ha of other neutral grassland created
- 2.44 ha of other neutral grassland enhanced
- 240 linear metres of species rich native hedgerow

The baseline and post development UKHAB Maps for both on and off-site BNG delivery showing the locations, extent and condition of these habitats are provided in Section 6 of the BNG Assessment (BSG Dec 2023) Project Ref: Bio C23-088 (Biodiverse Consulting).

The Metric assessment indicates an overall net gain for the scheme of 11.41% habitat units and 205.16% net gain for hedgerows units (on and off-site). Of this, there is a 0.18% net gain of the habitat units and 193% of the hedge units delivered on-site with all trading rules satisfied. As a result, the information submitted, shows that the scheme will deliver a biodiversity net gain in accordance with Local Plan Policy and the NPPF.

Habitats on and off-site will require long term management and monitoring over a minimum 30-year period to ensure a net gain is delivered in accordance with plans. Appropriate management & monitoring plans will, therefore, be

conditioned for on-site landscaping and secured via a legal agreement for off-site works.

In addition to the above, a River Condition Assessment Report and Metric has been submitted separately (OS Ecology Nov 2023) to assess the impacts to the watercourse to the north of the development site resulting from the discharge of drainage via an outflow into this feature. The watercourse is a small tributary of the Seaton Burn and approximately 275 linear metres of the length has been assessed.

A small section (0.01km) of the 0.275km section of watercourse which was assessed on site, will be impacted as a result of a drainage outfall. To compensate for this loss, watercourse improvements to 0.265km of the remaining watercourse will be undertaken in line with measures set out in the River Condition Assessment Report (OS Ecology Nov 2023) to enhance it from 'moderate' to 'fairly good' This includes the following measures:

- Additional bank top and bank face tree planting in order to increase the richness of tree features to include tree roots, trailing branches etc.;
- Maintenance of non-native species absence from the site;
- Management of bank-top habitats for wildlife;
- Increased bank profile variation

The delivery of appropriate enhancement measures, as outlined within the Report, are indicated to deliver 4.02 watercourse units, equating to a net gain of 11.65%. A detailed management plan and associated landscape strategy will need to be conditioned for approval as part of the application, to ensure that habitat creation/enhancement, management and monitoring details are appropriate and will deliver the target habitats and conditions set out in the Metric.

5.8 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 from the full and outline applications will consist of 556no. 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.

5.9 Bird Hazard Management Plan

A 'Bird Hazard Management Plan' (BSG Ecology December 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 Report concludes that a limited range of bird species that have been identified within the proposed development site and in the wider area occur in relatively small numbers and are mostly species that form small social groups. As a result, the impact severity has been assessed as low.

The attenuation basins within the site will hold water permanently and whilst this may attract birds, it is likely that large numbers of birds will be deterred from using the basins due to their relatively small size and the presence of sloping sides, which will mean that visibility of the surrounding area will be limited (which is important for many birds due to predator avoidance behaviour). Mitigation measures are proposed within the Report (Section 4) which include checking the basins for bird use and implementing methods to disperse large numbers of birds if present.

In addition, the landscaping scheme includes small areas of shrub and tree species that are considered to be potential 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.

5.10 Tree Survey

An Arboricultural Impact Assessment (September 2023 Rev E) has been prepared by 'All About Trees Ltd' for the application site. This report assesses the effect of the development proposals upon trees and hedgerows within the development site. This report considers tree data and provides arboricultural information and advice in relation to the proposed development. The updated AIA is supported by a tree protection plan (TPP) to illustrate how the proposed construction can be undertaken whilst providing adequate protection for retained trees. An 'Arboricultural Method Statement' has also been provided.

The tree survey 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 to 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. The report relates to a small section of a larger tree survey (trees 1-15, 26-27, hedgerows 1-5, 44-49 and groups 1-20 & 70-85). It will be necessary to remove the following trees to facilitate the proposed development and associated infrastructure and to establish a higher level of arboricultural management for the site:

Trees 1, 5-9, 13-15 & 26-27

Hedge 3, 5, 45, 46 & 47

Sections of hedges 1, 2, 4 & 48

Groups 3, 8, 9, 12, 15, 72, 73, 74, 78, 79 & 83

Sections of groups 1, 2, 4, 11, 13, 16, 18, 20, 71, 75 & 84

The trees have been assessed in accordance with British Standard 5837–2012 Trees in relation to design, demolition & construction and given the following categories:

A - High retention value: Section of group 1

B - Moderate retention value: Tree 5, section of groups 4, 13, 16, 18, 20, 71 and 75, group 8, 15, 73, 74, 78 and 79

C - Low retention value: Trees 1, 6-9, 13, 14, 15, 26 and 27, groups 3, 9, 12, 72 and 83, section of groups 2, 11 and 84, hedges 3, 5, 45, 46 and 47 and section of hedges 1, 2, 4 and 48

Trees on development sites are prone to damage during the course of demolition and construction works. Retained trees need to be protected in line with British Standard 5837–2012 'Trees in relation to design, demolition & construction' and has been detailed in the submitted information.

Whilst there are some Category A trees (tree group 1), the majority of individual trees are of a lower value and defined as Category C. 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 a small pocket of high value specimens.

In terms of mitigation, the tree and hedge removals will have a minimal arboricultural impact which can be easily offset by the tree and hedge planting elsewhere within the site as proposed.

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, as the design details have evolved, additional minor impacts have become evident and any additional trees and hedges highlighted for removal within the proposals are all low quality Category C features that would not ordinarily constrain a design. An updated Arboricultural Method Statement (AMS September 2023) has been submitted to support the application that reflects the changes to the design over the years. In terms of mitigation, a Tree Protection Plan (TPP) has been produced by All About Trees (September 2023) 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 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. 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 strengthen 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.

5.11 Landscape Strategy

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 Strategy (DWG No: NT14329/001 Rev N) and a 'Proposed Landscape Scheme for Roundabouts and Slip Roads' (DWG No: NT15753-136 Rev D) have been submitted for the scheme which includes a green infrastructure network incorporating SUDs features (swales and attenuation basins), urban tree planting, footpaths, public open space, woodland, scrub, hedgerow and species rich grassland habitats. The landscape planting also provides new habitats that help deliver biodiversity net gain and the Killingworth Moor Masterplan objectives.

Notwithstanding the Waggonway buffer planting along the western boundary, the landscape scheme submitted is generally acceptable and in accordance with the Killingworth Moor Masterplan. Landscaping includes standard native 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 in the form of mature trees, shrub and hedgerow planting, the majority of which is to be retained. Additional planting is proposed to improve the setting of the development site and to strengthen the planting which already exists. 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.

In general, the landscape proposals should achieve the objective of integrating the new development by enhanced buffer planting to boundaries, increasing habitat diversity 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, including the waggonway and wildlife corridor, the new roundabout arrangement to the north of the site, planting to the boundaries and open space/recreational space.

The issues associated with the waggonway buffer planting have already been outlined above and are a matter for the planning case officer to review in relation to the objectives of the Killingworth Moor Masterplan and Design Code. In terms of the roundabout arrangement to the north of the housing scheme, changes have been made by the applicant to this area in response to feedback, with the inclusion of additional woodland planting and permanent open water to the SUDs basin which will provide valuable biodiversity enhancements.

Boundary planting provides a mix of native scrub, tree and hedgerow planting to enhance pockets of existing woodland and scrub around some of the boundaries. New woodland planting is proposed along the eastern boundary adjacent to the A19. This will be planted on a bund that extends the length of the eastern boundary. New woodland is also proposed along part of the eastern boundary adjacent to the B1317 to extend the existing woodland along this boundary. This planting strengthens key boundaries to the development site and is important in providing screening and improving green infrastructure across the whole site.

In terms of open space, 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 a large area of public amenity space to the central part of the development with good public access and planting. This area should help reduce pressure on newly created habitats where public access needs to be restricted to minimise damage and disturbance.

5.12 Lighting

External Lighting Layout Plans (DWG No: Z-96-L001 P01 & Z-96-L002 P01) have been submitted for the western boundary which indicate that light spill levels (Lux levels) to existing planting areas along the waggonway boundary are very low (less than 2 lux). However, it is not clear what the immediate light spill levels are to new hedgerow and scrub planting areas immediately adjacent to the rear of footpaths next to the new road (where the lighting columns are positioned) as there appears to be a gap with no lux levels shown. The concern, as raised above in relation to comments on waggownay buffer planting, is that lighting associated with the new road and associated footpaths will result in lighting disturbance impacts on buffer planting along the waggonway and the species it supports. It is important that any lighting design along this route minimises light spill into existing and new planting areas to ensure these do not exceed 2 lux.

A detailed lighting impact assessment/strategy (including light spill plans) will need to be submitted for approval, by way of condition, to ensure lighting features and associated light spill levels do not impact semi-natural habitats around the boundaries, wildlife corridors, valuable habitat areas and the waggonway on the western boundary. 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 spill levels of 2 lux.

5.13 Drainage

The attenuation basins indicated on the 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.

5.14 Conclusion

Notwithstanding the issues highlighted in relation to the waggonway buffer planting, which is a matter for the planning case officer to determine in relation to

the Killingworth Masterplan and Design Code, the scheme, as submitted, is otherwise considered acceptable from a landscape and ecology perspective, providing green infrastructure, habitat and protected species mitigation and a net gain for biodiversity. The scheme is considered to be in accordance with Local Plan Policy and the NPPF and 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.

Tree Protective Fencing

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 and detailed in the Tree Protection Plan submitted by All About Trees 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.

Implementation of works on site in relation to trees

All works to be carried out in accordance with the submitted Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement submitted by All About Trees and within the guidelines contained within BS5837:2012 and NJUG Volume 4. The AMS 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.

Arboricultural Supervision

An arboricultural consultant is to be appointed by the developer to advise on the tree management for the site and to undertake regular supervision visits to oversee the agreed tree protection and visit as required to oversee any

unexpected works that could affect the trees. The supervision is to be undertaken in accordance with the Arboricultural Method Statement by All About Trees. This condition may only be fully discharged on completion of the development subject to satisfactory written evidence of regular monitoring and compliance by the pre-appointed tree specialist during construction.

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 & wintering birds, bats, hedgehog, otter, water vole, 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 the LPA for approval 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 Ecology December 2023) shall 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.

Bats

Details of an updated bat roost assessment and associated bat surveys, in accordance with the most up to date BCT Survey Guidance, shall be submitted to support a detailed planning application for the outline application site including all buildings at High Farm. Details of the surveys shall help inform the detailed design of the outline scheme and include appropriate mitigation details for any impacts.

If the ash tree located at OS GR: NZ 28467 72288 (north-west corner of the site near Killingworth Way) (Ecology Survey Appendix 10.1 BSG Ecology) is identified for future removal or pruning work, an updated bat risk assessment of the tree and any associated activity surveys shall be undertaken to determine impacts to bats and to inform an appropriate Working Method Statement or protected species licence.

Bird Features (Full Application Site)

80no. integrated bird bricks/features for a range of species (including swift) shall be integrated into new buildings within the full application development site. Details of bird brick/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.

60no. bird boxes/features for a range of species (including swift) shall be provided in appropriate locations on new buildings and/or on appropriate trees within the full application 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.

Bird Features (Outline Application Site)

25no. integrated bird bricks/features for a range of species (including swift) shall be integrated into new buildings within the outline application development site. Details of bird brick/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.

15no. bird boxes/features for a range of species (including swift) shall be provided in appropriate locations on new buildings and/or on appropriate trees within the outline application 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 Features (Full Application Site)

60no. integrated bat bricks/features for bats shall be integrated into new buildings within the full application development site. Details of bat brick/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.

25no. bat boxes/features for bats shall be provided in appropriate locations on new buildings and/or on appropriate trees within the full application 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.

Bat Features (Outline Application Site)

20no. integrated bat bricks/features for bats shall be integrated into new buildings within the full application development site. Details of bat brick/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.

10no. bat boxes/features for bats shall be provided in appropriate locations on new buildings and/or on appropriate trees within the full application 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.

Protective Fencing

Details of fencing to protect areas of new habitat creation until fully established, shall be submitted to the LPA for approval prior to the implementation of landscaping on site and installed and maintained thereafter, in accordance with the approved details.

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 site landscaping/habitat creation and watercourse improvements 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 Gain Assessment Report & Biodiversity Metric 4.0 (BSG/Biodiverse Consulting December 2023); the River Condition Assessment Report and Metric (OS Ecology Nov 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/Biodiverse Consulting Dec 2023) and approved Landscape Plans/Strategies. The Plan shall detail how habitat condition criteria set out within the approved Metrics will be met through management.

Details of watercourse improvements proposed to the Seaton Burn watercourse tributary, including a Landscape Plan, as identified in the River Condition Assessment Report and Metric (OS Ecology Nov 2023).

Survey and monitoring details for all for all target habitats identified within the Biodiversity Gain Assessment Report & Biodiversity Metric 4.0 (BSG/Biodiverse Consulting December 2023) and the River Condition Assessment Report and Metric (OS Ecology Nov 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 Reports and Biodiversity Metrics.

Off-Site Compensation Land Legal Agreement

The off-site farmland bird compensation site plan will be secured via a S106 legal agreement and will be worded in accordance with the following:

Prior to any works commencing on site, a '*Compensation Land Habitat Creation, Management & Monitoring Plan*' for a minimum period of 30 years, will be submitted to the LPA for approval. The approved compensation site will provide a minimum 6.7ha area of land at Backworth in North Tyneside for the loss of farmland bird habitat within the Phase 1 application site at Killingworth Moor and

will be provided as compensation habitat in perpetuity for this loss. The Plan will include the following:

A methodology for the conversion of the arable margins to species rich grassland and for the enhancement of improved grassland to species rich grassland;
Details of the type and quality of species rich grassland that will be targeted within the site and in accordance with the UKHAB habitat classification system;
Details of habitat creation for 15m wide species rich field margins, hedgerows, damp scrapes, beetle banks and skylark plots and the enhancement of hedgerows and improved grassland;
Details of an Ecological Clerk of Works (ECoW) to oversee the habitat creation works and monitor the site;
Wildflower seed specifications and any other planting specifications with associated landscape plans;
Details of the management techniques that will be employed within the site to achieve the quality of species rich grassland set out in the Plan and other habitats that are being created or enhanced;
Details of the management company responsible for undertaking the habitat creation and management of the site;
Details of habitat and species monitoring within the compensation site to ensure the successful delivery of proposed habitat features. Monitoring will include botanical surveys and breeding and wintering bird surveys, undertaken by a suitably qualified ecologist (SQE), with details of survey methodologies and timings to also be included. Monitoring Reports will be submitted to the LPA for approval at agreed timescales;
Details of corrective actions that will be undertaken if habitat delivery is unsuccessful, if planting fails, if monitoring demonstrates that habitat condition does not meet the objectives of the Plan or if habitats fail to support target bird species;

Habitat creation and enhancement measures on the approved off-site compensation land shall be completed in accordance with the approved details within 6 months of the commencement of development.

Off-Site BNG LEMMP Legal Agreement:

LEMMP (Landscape and Ecology Management & Monitoring Plan)

Within 4 weeks of any of the development hereby approved commencing on site, a '*Landscape and Ecological Management and Monitoring Plan*' (LEMMP) for all 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 Gain Assessment Report & Biodiversity Metric 4.0 (BSG/Biodiverse Consulting December 2023) and associated approved Landscape Plans and shall be implemented on site within 6 months of the commencement of development and maintained 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 shall 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/Biodiverse consulting December 2023) and approved Landscape Plans/Strategies. The Plan shall detail how habitat condition criteria set out within the approved Metric will be met through management.

Survey and monitoring details for all for all target habitats identified within the Net Gain Assessment Report and Metric (BSG Ecology/Biodiverse consulting December 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.

6.0 Environmental Health (Pollution)

6.1 Thank you for consulting Pollution with regard the above application, I have concerns with regard to road traffic noise form the A19 and Killingworth Lane A1056 and the proposed new link road affecting the proposed residential development.

6.2 I have reviewed the updated Environmental Statement Addendum for noise impacts and air quality impacts and the Noise Technical Note which has been updated to reflect the amended plans.

6.3 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.

6.4 The principal pollutants of concern are nitrogen dioxide and particulates, arising from road traffic vehicles. The air quality modelling carried out has considered the potential changes to the NO₂ and particulates resulting from the development for existing sensitive receptors. The NO₂ level of change has been shown to be a maximum of 2% for existing sensitive receptors with the development; and a <0.5% change for PM₁₀ and PM_{2.5}. This level of change is considered to be a negligible increase as the percentage change is <75% of the air quality limits and would not be considered to give rise to significant adverse impacts in relation to National Policy Planning guidance. The air quality assessment has concluded that there will be a negligible increase in both nitrogen dioxide and particulates and the overall air pollutant levels will be below the air quality objective and limit levels for NO₂, PM₁₀ and PM_{2.5} if the development was to occur. With regard to PM_{2.5} levels, 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. Any new development will contribute to the overall air quality levels within an area and therefore although the overall impacts are considered to be negligible there will still be impacts and therefore it is recommended that some mitigation measures are incorporated within the scheme to address air pollutants, e.g. such as the provision of electric car charging points, travel plans and use of low NOx boilers.

6.5 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.

6.6 I would also recommend the removal of permitted development rights to prevent chimneys or flues being installed for use with solid fuel appliances, as it is recognised that solid fuel appliances contribute to local particulate hot spots.

6.7 I have reviewed the Environmental Statement and Noise Technical Report dated 5th October 2023 for the noise assessment which has modelled the potential noise impacts from the updated traffic data and provision of the acoustic screening for the A19. Figure 1 shows that the screening will consist of a 2 m high bund and 2 m high acoustic fence to the eastern boundary. The noise assessment has considered the equivalent daytime facade noise levels at the proposed residential units for those closest to the A19, Killingworth Lane (B1317) and Killingworth Way (A1056), based on noise monitoring carried out at monitoring location nearest to these major roads in the area of Phase 1 of this development.

6.8 The modelled noise levels across the development site are in the region of between 65 as shown in Figure 2 for daytime and levels of up to 59 dB as shown in Figure 3 for night time. Should the height of the proposed noise bund be varied then a reassessment of the noise exposure levels for the building plot will be required. The daytime noise levels for internal spaces should aim for a level of 35 dB and night time of 30dB in accordance to BS8233. The consultant has shown that internal noise levels can be achieved that will meet the requirements of BS8233, if an appropriate acoustic glazing and ventilation is provided. Noise break-in calculations have shown that the noise levels can be achieved with a 10/12/4 glazing specification with no trickle vents. This will mean that residents in the proposed new houses will need to keep windows closed and be provided with a ventilation scheme that is able to be adjusted to cope with warm weather to enjoy a reasonable internal noise level. I would however suggest that a ventilation scheme that allows for whole house ventilation is provided, unless an overheating assessment has been provided to show that the proposed ventilation scheme is acceptable.

6.9 The noise assessment has confirmed that the external noise levels for gardens can be achieved to meet the world health organisation community noise level for outdoor spaces of 55dB through good build design with the houses

orientated so that gardens are screened by the buildings to mitigate against road traffic noise. It is noted that a small number of gardens will have part of the garden area which will be above 55dBA. A number of the gardens will require 1.8m high acoustic fencing to ensure the outdoor amenity noise levels are achieved and a condition is recommended to ensure the boundary treatments are provided in accordance to the drawing reference NT15910/Fig 1 .

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

Phase 1 Full Planning Housing 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 to be provided to habitable rooms as outlined in the Updated Environmental Statement Addendum Chapter 8 and Environmental Statement Addendum Chapter 10 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 BS8233:2014 and the World Health Organisation community noise guidelines.

Prior to occupation, submit details of the ventilation scheme for approval in writing and thereafter implemented to ensure an appropriate standard of ventilation, with windows closed, is provided. Where the internal noise levels specified in BS8233 are not achievable, with window open, due to the external noise environment, an alternative ventilation system must be installed, that addresses thermal comfort and purge ventilation requirements to reduce the need to open windows, unless an overheating assessment is provided to verify that there are no overheating risks. The alternative ventilation system must not compromise the facade insulation or the resulting internal noise levels. Where an overheating assessment is provided this must be carried out by a qualified engineer. Where the property is subject to a risk of overheating an alternative ventilation or cooling system must be provided that is designed to achieve the levels in the current CIBSE guidance.

Prior to the occupation of the housing details of the 4m high acoustic screen, consisting of a combination of engineered earth bund and acoustic fencing, as shown in Figure 1 of the Noise Technical Note Drawing No NT15910/Fig 1, must be provided in writing to the Local planning Authority for approval, implemented and thereafter retained.

Prior to the occupation of the housing details of the acoustic fencing bund shown in Figure 1 of the Environmental Statement Addendum Drawing No NT15910/Fig 1 must be provided in writing to the Local planning Authority for approval, implemented and thereafter retained.

HOU04
SIT03

Outline Housing Development for future phases

I would recommend conditions as follows;

Prior to development of future phases of the housing development, provide in writing to the Local Planning Authority for approval and implementation a noise scheme that has considered both existing and future noise levels likely to be experienced, for the opening year of that phase of the development, or the next 15 years, whichever commences first, to consider the noise levels arising from road traffic noise. Details of the noise scheme shall include for a detailed mitigation scheme, submitted to and approved in writing by the local planning authority to ensure good internal and external noise levels in accordance with BS8233 and the World Health Organisation Community Noise guidelines. Habitable living rooms to achieve a standard of 35 dB LAeq,T for daytime and bedrooms to meet a good internal standard of 30 dB LAeq,T at night. Gardens to achieve a noise level less than 55 dB LAeq 16 hours.

6.10 Additional comment 22.11.23 regarding air quality monitoring:

6.11 The proposed development will contribute to an increase in air pollutants, but the modelled pollutant concentrations suggested that the overall impacts would be negligible.

6.12 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.

7.0 Environmental Health (Contaminated Land):

Potential Contamination

The Intrusive Ground Investigation Report 2019 by Wardell Armstrong states: As the development masterplan also includes allotments, the results were also screened against generic human health assessment criteria for allotments. The criteria for allotments are more conservative than for residential end-use, primarily due to higher consumption of home-grown produce. 6.1.8 In addition to TP19-0069 at 0.50m BGL and TP19-024 at 0.20m BGL, a further 23 samples recorded lead concentrations greater than the screening criteria of 80 mg/kg.

6.2.2 The results obtained to date are presented in Appendix 4. The complete set of results will be incorporated into the final version of the AEG Draft Factual Report when available.

8.2.1 A comparison of the geochemical testing results with human health screening criteria indicates that shallow soils at the site are suitable for re-use in the proposed residential development, though some confirmatory testing for lead may be required in relation to TP19-006 and TP19-004.

8.2.2 A comparison of results with human health screening criteria for allotments (which are more conservative) indicates that lead concentrations in topsoil are more widely elevated across the site for this after use scenario. There appears to be no spatial trend in lead concentrations, indicating that there is no point source of lead. Rather, it appears that background lead concentrations are slightly

elevated in this area. It is proposed that discussions are held with the LPA as to whether importation of clean topsoil will be necessary for the planned allotments at the site.

Another allotment site within district also showed elevated lead and is undergoing a Part 2a assessment that will require remediation. As elevated levels of a contaminant have been found then a remediation strategy is required to be submitted showing how the site will be made suitable for its proposed end use. I accept the Phase 1 desk study report and site investigation report satisfy the requirements for Con 003 and Con 004 and therefore these do not need to be applied. However, as there have been elevated levels of contaminant identified the following must be attached:

Con 005

Con 006

Con 007

Gas

Of the 14 groundwater readings taken on 10 occasions the wells were shown to be flooded. Gas readings are only accepted from the following wells:

WS19-001 24/06/2019

WS19-003 24/06/2019

WS19-004 24/06/2019

WS19-005 24/06/2019

6.2 Ground Gas Monitoring Results

6.2.1 Ground gas monitoring standpipes were installed in each of the windowless sampling boreholes that were drilled during the 2019 investigation. However, the installation within WS19-006 damaged and could not initially be monitored.

Headworks were subsequently reinstated, but the borehole has since been waterlogged. At the time of writing, 3 rounds of gas monitoring had been undertaken, including during episodes of low and falling atmospheric pressure.

6.2.2 The results obtained to date are presented in Appendix 4. The complete set of results will be incorporated into the final version of the AEG Draft Factual Report when available.

The gas monitoring is incomplete and the results from the monitoring thus far has only resulted in 4 viable readings. Due to the incomplete monitoring and this officer's reluctance to rely on results from flooded wells as there may be gas dissolved in the flood well that has not been accounted for, the following must be applied:

Gas 006

8.0 Planning Policy (Design) Officer

No objection.

Following previous comments, further information and revised plans have been submitted. The key change is the site access to the north of the site. Access was previously located more centrally on this boundary, providing a link road through the development. This has been relocated with a new roundabout access from the A19. The new design does not impact on the design aspirations of the link road which is to provide a transport corridor and connectivity through the site

while also providing a safe and attractive highway environment. The Killingworth Moor Masterplan Guidance sets out design principles for this route to facilitate a well-designed street. The revised layout is broadly designed in accordance with this.

At the site entrance, the layout of houses has been revised and now creates a welcoming entrance gateway. At the site entrance, the proposed pumping station has also been relocated to a more sensitive location.

The layout of some units has been rearranged to better contribute towards the street scene. The proposed architectural design of the house types is acceptable. Concerns were previously raised about a lack of corner turner units to facilitate well-designed streets. Revised house types have been submitted which now contain a range of corner units which help to ensure continued architectural interest and passive surveillance. Surface treatments are well considered with tegular block paving used for shared driveways and visitor parking.

Improvements have been made to the landscaping along the link road and a native hedge is proposed along the full length. Boundary treatments have been amended and are now consistent with the masterplan guidance. Street trees have been incorporated in accordance with NPPF which sets out that new streets should be tree-lined.

Previous comments identified the importance of having sufficient areas of amenity grassland as part of designing successful places with opportunities for recreation and play. A larger area of amenity open space is now located in the centre of the site. This will contribute towards a well-designed development where residents have easy access to useable open space. The area will also act as a central social hub and contribute towards place making principles.

The Killingworth Moor Masterplan Guidance sets out that there should be an attractive 50 metre landscape buffer along each side of the Seaton Burn Wagonway. A plan has been submitted with the application to illustrate these measurements. The submitted plan shows that part of two units, some visitor parking, small roads and part of the link road is included within the 50-metre buffer. This buffer was agreed by the developer consortia during the masterplan process and clear and convincing justification is required for varying this. This issue is referred to the Case Officer.

The Killingworth Moor Masterplan requires two pedestrian links onto the existing wagonway; a 2-metre unsurfaced parkland path and a 3-metre pedestrian and cycle route. Two pedestrian links are shown on the plan although no further details are provided. The detailed design of these, in accordance with the adopted masterplan, should be conditioned.

Overall, the design and layout is well considered. The application is generally in accordance with the Killingworth Moor Masterplan requirements except for the Seaton Burn Wagonway landscape buffer. Subject to amendments or further information that satisfy this issue to the satisfaction of the Case Officer, the design and layout of the application is acceptable.

Suggested Conditions

MAT03 Materials Building Schedule

LAN005 Landscape Scheme Implementation Period

DES01: External Features

Detailed design of pedestrian links onto Seaton Burn Wagonway

Temporary bus turning area to be reinstated to amenity open space when the link road is fully constructed.

9.0 Regeneration

No objections.

10.0 Ward councillor comments

10.1 Councillor Gary Bell

10.2 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.

10.3 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?

10.4 Councillor Erin Parker Leonard

10.5 I want to raise my deep concerns about the increased levels of traffic which will rise 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.

10.6 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?

10.7 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.

10.8 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.

10.9 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.

11.0 Councillor Val Jamieson

11.1 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.

11.2 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?

12.0 Representations

Response to initial consultation:

1 letter of support and 124 objections:

Support:

- I would like to voice my support for the plans. These plans offer essential needed housing stock to North Tyneside and will see a benefit to the local social economy. The estates have been well designed with lots of open spaces, parks, allotments and general green spaces. The plans clearly mark out areas for development of new health and education services along with areas for commercial development. This will bring essential jobs to the local area, housing for families and also vital income to the council. The land that has been proposed appears to be under used at present and would be better used as vital housing development which will not encroach on other essential agricultural land.

- Having moved into the Killingworth area in the last few years we have found that there is a lack of housing stock for growing families, this has meant we have looked at moving away from the area taking our child out of school. However with this local development we will be able to continue to live in this fantastic community.

- It will also offer vital income to local businesses in Killingworth which is essential to the survival of Killingworth. The plans also detail how local roads will be upgraded adding in new roundabouts to deal with the increase of traffic, which should therefore remove pressure from the development. The plans also show that green spaces and shrubbery will also be used which will help with air pollution.

- There has been a good mix of affordable housing and larger properties for growing families. These appear to be well throughout and designed which will bring great opportunities for the people of North Tyneside. I am sure these plans will increase the quality of housing stock available to local residents whilst being in keeping with the area.

I have also become aware over the weekend of a minority group of residents that are proposing to be the voice of the Killingworth community who are objecting to these plans. They have stated that they have had a chance to speak at a recent committee meeting as a local representation and will be doing so again however I would argue that they do not speak for the majority.

They have launched a social media campaign with complicated drawings and making little reference to the plans themselves and scaremongering about poor planning, concerns around schools, crime, healthcare and wildlife. They make little reference to the current plans or the evidence that is available.

I would argue if this group is meant to be representing the community then it should be based on the evidence. On speaking to people and through their social media pages there is clearly support from the community for these plans, however people are being encouraged to object without looking at the plans and on miss information.

I would be interested to find out when the next meeting will be in regards to these plans also if members of public would be able to attend and possibly speak to voice support for these plans as a member of the local community.

Objections:

Principle

- None compliance with approved policy
- No need for any more houses in this area.
- Open spaces should be preserved.
- Loss of green belt
- Within greenbelt/no special circumstance
- I am aware this is part of the 15 year plan for North Tyneside but this is not what was approved. There is building on green belt which should not be allowed under any circumstances.

- The whole of the Killingworth area is going to be one sprawling metropolis with no infrastructure to support it.
- This will make the lovely small town into a large town, much like Cramlington.
- Object to the on-going urbanisation of green areas in Killingworth.
- The lure of a feeder road will not negate the shameful and wilful destruction of more green fields and nature.
- Find a brownfield site.
- As a local resident I feel the impact of reduced green space already across North Tyneside. The local area is so built up and it feels claustrophobic.
- Evidence of local houses struggling to sell.
- Continued development has to stop ruining the area for local residents.
- The Council are ahead of the government set targets for new housing; there is no need to build these houses other than for commercial gain.
- I bought a property on the edge of a conurbation and now it is in the middle and border is getting further away.
- Part of the development is on green belt not agricultural land.
- Existing residents are fed up with the continuous building work going on around us in
Palmersville, Holystone, Backworth, Killingworth and West Moor.
- There is little, if any control over the number and size of new housing developments in this area.
- We do not want our towns and villages losing their identities by being joined up.
- No one in Killingworth wants this.
- Negative impact on the local area.
- We do not need more housing.
- We do not want our towns and villages joined up.
- Over the past few years developments in Backworth and Killingworth have increased threefold.
- Surplus of new homes in the area.
- What about the promise of only building on brown sites.
- This development directly increases from currently no properties near my back fence to hundreds.
- The reason I moved here was because for being in an urban setting the abundance of green spaces made it feel like you could step right into the countryside. This development will destroy that appeal.
- Having lived in the area for over 50 years I have first hand experience as to the effects of the development on our town.
- There is no need for £200,000 plus houses in Killingworth. There may be a need for more affordable homes but these should be built on brownfield sites.
- Disgraceful to destroy green belt land.
- This will end the natural green open space and beauty of Killingworth Moor, between the areas of Killingworth, Great Lime Road, Holystone and Backworth.
- There are numerous alternative brownfield areas within 3 to 5 miles of this area especially
in North Shields & Wallsend and along the River Tyne.
- I accept 30 years ago my house was built on what was probably part of the moor, but surely that is the point, enough is enough especially with all the recent building that has gone on in Backworth, Holystone, Benton & Wallsend just to name a few areas of our borough.
- This will make Killingworth, historically independent, part of a mass conurbation.

- Such quality sites on the rural-urban fringe should not be built on ahead of alternative brownfield sites
- Too many expensive buildings going up and no need for any more.
- The loss of open space can't be overestimated.
- We will have no green spaces left in North Tyneside.
- The government tells us that we need to grow more food but all the fields are being built on.
- The loss of untouched greenbelt land and habitat for many a species is a plan that is driven only by developers desire for profit. No consideration is given to the local community or to the environment, this development is simply to generate money for businesses.
- Open spaces should be preserved.
- I'm aware that this is part of the 15year plan for North Tyneside but actually this is not what was approved. There is building on green belt on these plans which should not be allowed under any circumstances. The whole of the Killingworth area is going to be one sprawling metropolis with no infrastructure to support it.
- Objection to growing urbanisation of green areas in Killingworth.
- Find a brown field site. Do not quote government targets on housing.
- There are local houses struggling to sell.
- There seems little control over the number and size of new developments in the area.
- The development will remove local open space used by local residents for walking, running, cycling, etc. Wildlife will loose even more habitat and the expense of more semi detached housing.
- Killingworth Moor should not be built upon. No one wants Killingworth to get bigger and bigger.
- The area cannot be sold as a place for families when there is not even a lovely walk to go on and see horses and wildlife.
- The area is a chance to escape life for little and reset. Families often cycle through here. Children often play on these fields.
- The development will be an over development of the area and will have an adverse impact on the character of the residential properties in the neighbourhood.

Infrastructure:

- Lack of infrastructure to support this development.
- Access to healthcare and schools and dentists.
- Stress on existing services. New services are always the last to be built, if ever.
- Recruitment of GPs is already difficult.
- Over subscribed facilities such as schools, leisure centre, dental and GPs.
- I understand the plans are to create two schools and a doctors surgery in phase two. Before this has happened it is not feasible to build these properties without

this in place as the schools, doctors and dentists in Killingworth are already over subscribed.

- All schools are already over subscribed.
- There has been rapid development of the local area and as yet services and infrastructure have not been updated to meet demand.
- Schools are already feeling the pressure and several parents I know can't even get their Primary School age children into the same school.
- This will increase already pushed waiting times for local medical appointments.
- Residents on Greenhills are struggling to get their children into George Stephenson, even though the children attend local primary schools and this is going to get worse.
- This will add pressure to local services including doctors, metro trains.
- Please confirm that the proposed school (and infrastructure) will be built before, or at the same time, as the housing. To build the housing before the school would be wrong, the housing should be marketed on the basis that there will be a school on site and not on them being in the catchment areas for schools such as Amberley, Bailey Green and George Stephenson, which are oversubscribed.
- Will the building of a new first school and secondary school run simultaneously alongside the building of these new houses so that there are enough school places for each household? Or will pressure be put on the existing schools until eventually the developers get around to building new ones.
- The leisure centre is already oversubscribed.
- There is no bank, building society or post office serving the Killingworth area.
- Despite years of promises, the Metro extension to Killingworth has yet to be delivered and plans like these make it less of a chance that it will ever happen or become a future option.
- The proposed new Metro station should be via a tunnelled track extension to central Killingworth to alleviate increasing gridlock.
- Proposals would limit any future expansion of the metro, again infrastructure should be provided first before increasing the population with increased residential housing.
- Local schools are already over subscribed. The council should not permit development of houses until the infrastructure is provided to meet the developments and existing residents needs.
- I read in the Viability Appraisal Executive Summary (uploaded 9 June 2021) that Northumberland Estates want to renege on their responsibilities to the local community with respect to affordable housing and Section 106 money (or equivalent). As it stands, the current application only comprises 14% affordable housing. If Northumberland Estates are unable to make enough money from this site, while respecting their obligations to the community, can I suggest that they do not build on it all.
- Local people are unable to get their children into both local Primary and High schools already and children are having to travel some distance to get into a school so where are all the children going to school? Doctor's surgeries are full and the service is getting poorer by the moment.
- Local public services are already stretched.
- 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.

- Residents in Greenhills struggle to get their children into George Stephenson.
- It is sad to see the loss of further green open space in the area. I live nearby and have a few suggestions to improve the proposed development, which include:
 - The necessary infrastructure for the area including the metro extension, new school, new amenities need to be built before the houses.
 - Please provide allotments at a rate of 1 per 10 households. There is limited open, community space shown within the developments.
 - Please provide new green spaces and playgrounds within the development
 - Please provide wildlife corridors and biodiversity areas across the site.
 - Please provide surface water attenuation beneath car parking and drives using permeable paving.
 - Please provide above ground surface water storage in the form of attenuation basins and wetlands.
 - Please plant trees across the site.
 - Please plant hedges rather than build fences.
 - Provide broadband to the new development - this should not go in afterwards
 - Impact on area infrastructure: physical - roadways, "green" spaces' social - ability to cater for increased population (eg medical, educational, shopping, leisure), with a consequent spin-off impact on physical infrastructure.
 - To build the housing before the school would be wrong, the housing should be marketed on the basis that there will be a school on site and not on them being in the catchment areas for schools such as Amberley, Bailey Green and George Stephenson, which are oversubscribed now.
 - Residents are already sceptical of any proposed new schools and services to alleviate these concerns as they have been promised in the past yet once the housing estates are built, these are conveniently forgotten and Killingworth's residents have to bear the burden of poorer service. If anything, the proposed new Metro station should be via a tunnelled track extension to central Killingworth to alleviate increasing gridlock.

Highways & drainage

- Poor traffic/pedestrian safety
- Poor/unsuitable vehicular access
- Traffic congestion
- Inadequate drainage
- Impact on drainage and flooding
- The B1317 is already overused. I waited 7 minutes to turn right out of Briardene Way due to heavy traffic. This was at 9.15am.
- It is currently difficult to get in and out of Killingworth by road during rush hour with the current number of dwellings, the addition of further dwellings (2000 in total across the development) each with at least one vehicle all wanting to be in and out of the area at the peak rush hour times both AM and PM will gridlock the entire area. It will bottle neck the route West via Sandy lane, South through Forest Hall and increase traffic all the way to the A1058, basically everything south of the proposed site towards Newcastle city centre will not handle this added volume during peak periods.
- Unless the entire road network in this area from the proposed site to the A1058 south and the A1 west is significantly upgraded to handle the extra traffic this application will negatively affect the lives of every working person living in and around Killingworth.

- Congestion on current roads and the roads cannot take any more traffic.
- The supposed improvements using traffic lights costing millions are making it worse.
- The road system is already under massive pressure.
- The Bellway development on Killingworth Moor has had a significant increase in traffic at rush hour and in general. As it sits on a road system in this area is already under a sudden jump in pressure both from its preferred “rat-run” status from east travelling from Forest Hall to get across to the A19 and also west travelling to Newcastle from Backworth/ Castlepark new developments to the East of the A19 that link to the Pavilion and West Allotment which also use this road infrastructure now to “beat the traffic” bottleneck areas to the Cobalt, I fail to see how by adding more houses we will see any improvement.
- The roads will become bottlenecks for emergency services.
- Impact on accessibility of our town.
- Road systems not long ago farm roads now being asked to be major interconnects
- Corporate growth and relocation adding to road capacity issues. Indigo Park should be considered in this.
- This area provides a vast expanse of earth which soaks up rainfall. Where will this go if it is covered by houses, roads, school and shops?
- Difficulty on local roads due to development in the area.
- If the homes have at least 1 car, maybe 2, this could mean 1000 more cars on our already clogged roads.
- I am unsure about putting a roundabout so close to the slip road off the A19 as this is going to cause a backlog of traffic and make it difficult to get out at an already poor junction.
- Holystone roundabout is already a very congested area and another road junction would impact East to West traffic flow.
- I have grave concerns with the already increased flow of traffic and further development will increase safety issues for school pupils from West Allotment attending Holystone Primary School.
- I have witnessed a significant number of accidents on the corner of Simonside way and the B1317.
- The staggered junction proposed between the new road and the B1317 has now been replaced with a roundabout. The south side of this roundabout will be constructed within 50 metres of the junction of the B1317 and Simonside Way. This will at peak times create a pinch point at this junction. This may not become an issue at this phase of the development but will become an issue when the road leading east from this new roundabout is extended and those developments planned for those areas to the east of the B1317 are completed.
- More cyclists will be on pavements as cycle lanes are only intermittent.
- Road structure may be proposed but the surrounding areas cannot deal with impact of extensive volume of traffic that will occur.
- Query over provision for people with horses on bridleways.

- The residents of Orchard Close take their lives into their own hands driving out of the estate as it is a blind corner and there is already so much traffic that use that road and drive too fast on that bend; it is only a matter of time before it leads to a fatality.

- Sandy Lane and Killingworth Road are manic in rush hour. Great Lime road is getting worse by the day and then you have Silverlink traffic around Northumberland Park areas and Backworth too.
- Making Killingworth Village a one way system isn't the answer. I would like to know how this will affect Percy Hedley and how I can get in and out of my own estate with the avoidance of getting stuck in all the traffic the new housing will cause.
- Only limited agricultural traffic new roads behind me will have thousands of cars daily for the schools and the houses. Current infrastructure cannot take this traffic and it will be unsafe.
- The addition of hundreds of extra vehicles all trying to navigate the area at the same time will bring the entire area into gridlock.
- Issues regarding accessing Newcastle from Killingworth and the time this takes, either via Sandy Lane, B1317 or A19. This would increase with this development.
- The £10m grant from Homes England is to be used to construct a new road linking the A1056 and B1317. I'm sure the councillors will have already appreciated how busy the A1056 is at rush hour in the mornings and evenings. Traffic is backed up from the A1 to the A19. The B1317 Killingworth Lane runs down the outskirts of Killingworth Village and is a lane in keeping with its village surroundings. Commuters using this road to Newcastle would either have to follow the B1317 to its junction with the A191 and thereby join the bottleneck at rush hour at Four Lane Ends or access the B1505 and join the rush hour queue of traffic to Newcastle at West Moor then on to Four Lane Ends or South Gosforth, already well-known bottlenecks. Either way this housing development will have a huge impact on our local highways, paralysing the local roads and increasing emissions.
- The public transport does not have the routes available or the reliability to take people where they need to be.
- There is little evidence in plans to suggest extra road capacity with "improvements" actually just providing extra access to new housing (usually with associated traffic lights that provide nothing more than idling at traffic light opportunities outside of peak hours).
- All "new" roads access points are onto already overcrowded trunk roads with no improvements to new trunk roads. They are over capacity already.
- While those creating policy sit in London with their fabulous public transport network, subsidised at government level at a rate twice that of the North East, this policy bares little relevance to reality of the North East where public transport whether it be train or bus is not an option to the majority of those who work or need to travel to get to an office.
- Invest and plan in public transport (bus and train expansion), and do this before any further planning is consented for new housing which limits future opportunities.
- I worry about the amount of traffic that comes speeding from Killingworth Village in what is supposed to be a 30 mph stretch of road, around basically a blind bend. I'm amazed no one has been seriously injured or killed as we drive out of Orchard Close.
- I am concerned about the volume of traffic using Killingworth road. This will increase with development of Killingworth moor and will increase further as the development continues. I raised these points during the consultation period and I was informed that part of Killingworth Road would be closed at a future date. Is

there a timescale for this and for installing the bypass road from Great Lime road to Killingworth road?

- Negatively impact localised drainage systems.
- Road structure may be proposed but the surrounding areas cannot deal with impact of extensive volume of traffic that will occur.
- Provision for horse riders.
- Inadequate parking provision.
- Like many other residents on the Simonside Estate I am concerned about the proposed development on Killingworth Moor but in particular the proposed closure of the B1317 road from Backworth to Killingworth Village. We had heard that the road was to be closed eventually but we have now been told, by the developers, that the road will be closed when the 50th property is sold on the new building site before an alternative route is constructed. We assumed that a new road was to be constructed first from Killingworth Way to Palmersville but this appears not to be the case.

The traffic on the B1317 is always heavy during the morning and evening peak periods and we have noticed that traffic too on Simonside Way also tends to be very busy making it very difficult for us to get out of Blueburn Drive during these times. In addition it is dangerous getting onto Simonside Way from Blueburn Drive because the former is on a bend and traffic comes along quite quickly. When the B1317 is eventually closed we envisage that traffic that once travelled towards Killingworth Village is stopped from doing so vehicles will instead use Simonside Way as an alternative route. This in turn will make it even more difficult for residents getting out of Blueburn Drive.

- The application will generate an increased traffic flow to the Annitsford, Dudley and

Killingworth areas. The A189 serves as a dual carriageway in this area connecting Ashington to Newcastle. Recent housing erected along Westmoor has resulted in a 50 mph speed limited imposed on the stretch of road from Sandy Lane roundabout to Westmoor Farm roundabout as a result of the constructed roundabout within that stretch of road; this in addition to increased traffic flow. The proposed development could add further stress onto the A189 road next work.

- The A19 which runs adjacent to the site connects the A1 to the Tyne Tunnel . The Moor Farm roundabout has a heavy traffic flow. The proposed development would make that traffic flow heavier.
- Road traffic survey data held by the council shows that Killingworth Road is above capacity and that over 50% of vehicles speed. In light of proposed housing development on Killingworth Moor, Killingworth Lane needs severing (bar bus and emergency services) to alleviate traffic flow through Killingworth Village, Killingworth Road and Nicholson Tce as has already been mooted by the council. Plans for traffic calming will not rectify the issue. Having an increased volume of traffic travelling at 20mph for example, does not reduce the volume. Where this expected congested line of traffic meets the Great Lime Road at the bottom of Killingworth Road during busy periods, will produce a long line of idling engines and a surge in localised pollution - something I believe is particularly pertinent to residents of this road whose properties do not have the luxury of lengthy road-facing gardens and are all very much on the roadside.
- The junction of the B1317 with the new link road is now a roundabout and not a staggered junction. How are the council going to prevent the B1317 being a rat run?

- Increase in traffic over 20 years.
 - Roads in the area cannot support the extra traffic, blind corners and all B roads so how would they cope with all the extra residents?
 - Highways England have expressed grave concerns regarding the impacts assessment undertaken. They have queries the Holystone junction and are not satisfied with the junction modelling, the A19 underpass requires more work.
 - The land is waterlogged and more concrete will increase the problem.
 - The roads in the area have gone from quiet country lanes to pot hole ridden death traps with lorries and cars roaring past constantly.
 - Crossing Simonside Way and walking along the Waggonway is a local delight. You can see Whitley Bay Lighthouse and the sea. Traffic would be awful and I have concerns over drainage issues too.
 - An extension of the metro is essential. Proper and regular bus links are also required.
 - Reference to withdrawal of application for part of link road and whether that highway improvement will take place.
 - Even more traffic on an already overused B road.
 - New junctions very close to existing very busy junctions.
 - A19/A1056 junction is a death trap. I frequently see vehicles queueing right up to the actual A19 turn off due to vehicles being unable to turn right across oncoming traffic.
 - Potential flooding
 - We have lived beside the B1317 over for 40 years and have seen the traffic dramatically increase over the years. With 565 new homes being built, the increased traffic will be horrendous. Quite often we have seen a tail back of cars right to the top of the road and on occasions the congestion has carried on as far as the traffic lights at the top of Station Road. With the extra traffic this can only get worse. Throughout the day the traffic is non stop. If we are sitting out in our garden the noise is very intrusive. The traffic calming measures are really quite ineffective, and certainly won't stop the traffic flow. The B1317 is totally unsuitable for any extra traffic, and we ask that you take very seriously the sheer volume of extra traffic that we will have to put up with when the new houses are built.
 - Traffic building up through Backworth.
- Proposals would limit any future expansion of the metro, again infrastructure should be provided first before increasing the population with increased residential housing.
- If the B1317 is to be closed further towards Simonside Way, as I believe is also a possibility, then this will throw significant additional traffic onto Simonside Way and what will become an inadequate junction with East Bailey. Surely the best interim situation would be to improve the existing junction of the B1317 with Palmersville Road (at The Clousden Hill pub), leaving the B1317 open. Far more satisfactory of course would be the up front construction of the full link through the new development back onto the B1317 which is indicated on the longer term development plans. Presumably this could be achieved via appropriate planning/highways powers, forcing the developers hand?
 - Improved infrastructure (i.e. New links) should precede further development, particularly bearing in mind the scale of current developments in the near vicinity.
 - I note that no decision has yet been taken to sever Killingworth Lane. This should be an absolute last resort.

- There is sufficient land at the traffic controlled crossroad on Great Lime Road to make improvements, which are probably warranted in any event.
- The traffic engineers of 30+ years ago must be congratulated if they built in capacity at either end of Simonside Way to cope with today's anticipated traffic flows. I really can't see this being viable, and will put too much additional strain on existing residential areas.
- Always in favour of improved public transport links, but not sure of the logic of directing the inevitable continued traffic movements on to more convoluted.
- Am I right in assuming that the road will be started and completed before the housing development?
- I assume any successful planning application will include conditions with regards to the delivery of construction materials during peak traffic times, keeping the existing road clean and restricting construction traffic from using Simonside Way or the B1317 south of the new roundabout?
- Please provide cycle routes within the development and contribute improvement of local cycle routes. There will be many more commuters from this estate that will add to the already congested local area. Please provide walking and cycle routes to the nearby schools.
- I live metres away from this site and the impact on the environment and extra traffic produced will be detrimental. We often have difficulty getting out of our estate at Greenhills now never mind if this proposal goes ahead.
- There is little evidence in plans to suggest extra road capacity with "improvements" actually just providing extra access to new housing (usually with associated traffic lights that provide nothing more than idling at traffic light opportunities outside of peak hours).

Design

- Out of keeping with surroundings
- Affect character of conservation area
- The spoiling of Killingworth's unique character as a Town and village.
- Any new development threatens to destroy the ethos of Killingworth which was originally developed as an Independent New Town but now would become a continuous urban area conurbation.
- Adverse impact on the character of the residential properties in the neighbourhood.

Amenity

- Nuisance - disturbance
- Nuisance - dust/dirt
- Nuisance – noise
- Nuisance - fumes
- Loss of residential amenity
- Visual intrusion
- Noise pollution
- Loss of visual amenity
- Impact on pollution
- Impact on air quality both during and after construction
- My house backs onto the wagonway and currently we have views of fields to the coast. The new houses will ruin this.
- Impact from construction.

- Loss of privacy
 - Increase of commercial traffic will increase air pollution.
 - There is much evidence linking the increased prevalence of asthma and other respiratory disease to air pollution. The building of this many homes will massively increase the number of cars which will further impact on people's health.
 - Have any air pollution tests been carried out?
 - Impact on mental health.
 - Impact on privacy.
 - People have horses as pets and they are being pushed out of the area.
 - Use of the fields for recreation.
 - Overdevelopment of the area.
 - Local pollution effect whilst being constructed and then the potential for 4000 extra cars and impact on carbon footprint.
 - Noise and mess from construction.
 - This environment should be protected due to climate change imperatives and rising obesity.
 - I live in a house that backs onto the road that you can cut through to Killingworth Village on Simonside Park. The road pollution at the minute is so bad, it will be twice as bad with more houses being built. The noise of the traffic now is horrendous especially at rush hour. The cars go speeding by, radios blasting, it now impossible to sleep in the back bedroom as it is. When more houses are build it will be even worse.
 - The building of this many homes will massively increase the number of cars which will further impact on people's health.
 - I thought that the government and councils have clean air targets to meet).
- Open countryside with space between communities is vital to promote good mental health.
- This development directly increases from currently no properties near my back fence to hundreds.
 - Impact on health and wellbeing.

Environment & ecology

- Adverse effect on wildlife
- Destroying the natural environment.
- Impact on landscape
- Loss of/damage to trees
- The wildlife and scenic view is what attracted us to purchasing our property.
- I saw a doe and her fawn on that very piece of land this year. I have seen two dead deer by the side of the road in one week, we are decimating their habitats.
- wildlife and interconnecting wildlife corridors being impacted as habitat is swallowed
- If development continues on sites like Killingworth moor wildlife will suffer dramatically.
- There are short eared owls, badgers, foxes, deer and many species of nesting birds that need areas like this.
- Wild birds on the site.
- Deer in the fields.
- We are losing the only green space we have left and all of the wildlife we

now have, deer, birds, hedgehogs, squirrels are all going to be killed off as there will be nowhere for them to live or be safe or obtain food.

- These new estates threaten to destroy this natural environment and kill the animals on it.
- Use of the site by rabbits, hedgehogs, foxes, badgers and deer. These new estates threaten to destroy this natural environment and kill the animals on it and also the very identity of Killingworth itself as a proud and independent Town.
- People need open wild areas to escape the stress of day to day living. We need local places where we can take our children to learn and appreciate wildlife. We need areas to wind down, walk dogs and generally enjoy fresh air and peace and quiet.
- Loss of greenspace resulting in a loss of flora and fauna.
- Destruction of habitats.
- Are the wildlife going to be relocated or killed off or ignored.
- Loss of use of the site for walking or jogging.
- Wildlife destruction and animal killing.
- Misuse of natural land in a time when the world's focus is on climate change.
- Far too near wagonway.
- The development will impact on the current wildlife on Killingworth Moor. Deer are seen regularly roaming free and any construction work will impact on any future breeding.
- You are taking every bit of Killingworth natural outdoor habitat. Just green football fields at Amberley just lakes at Lakeside. These spaces do not offer peace and tranquillity! We live in a very busy world constantly on a treadmill with everyday violence to youngsters and elders.... the moors offer a respite with wildlife.
- Bats living in trees.
- Impact on area infrastructure – green spaces.
- Query regarding wildlife survey information.
- Deer live in these fields and you are destroying their homes for a government grant.
- Even the Rising Sun is shrinking.
- Land should be treated as a historical/protected area for wildlife.
- In today's climate, bearing in mind the current crisis of wildlife dying, bees dying and generally a need to be more conscientious of our actions that impact the environment, this is clearly a terrible decision and reflects North Tyneside Council's incessant desire for money over domestic happiness among its residents.
- To remove this environment in today's global warming and ecology aware society is irresponsible.
- The Natural Environment and Rural Communities Act 2006 creates a duty of every public authority to conserve biodiversity. The construction of a link road would remove habitats.
- Negatively impact localised drainage systems and ecosystem habitats.
- Pollution of watercourse
- I would echo the arguments raised by Northumberland Wildlife Trust. The proposed development would prove detrimental on the local wildlife. In particular migrating birds in the spring; frogs and newts are likely to be in this area as the site is within location of the river Seaton Burn. Owls and bats will have good access to the trees with the boundary hedging acting as a valuable wildlife tunnel.

- Reference to badger sets and adverse effects on these.
- Northumberland Wildlife Trust concerns.
- Natural England have set out their concerns.
- The green areas around Killingworth are disappearing at an alarming rate.
- I am disappointed that nature rich land is being developed for housing.
- Houses must be planned in such a way to allow for spaces for wildlife to pass through housing estates.
- Badger report is not online.
- This is such a frequented outdoor space for cyclists, joggers, walkers etc and is full of wildlife! There are deer, foxes and so many birds, butterflies etc living here.
- The wildlife will be adversely affected; I saw a doe and her fawn on that very piece of land this year.
- To remove this environment in today's global warming and ecology aware society is irresponsible. This development would remove many species of plants and trees and green space and it does not run in tandem with the government's statements regarding global warming.
- The eradication of the local wildlife and therefore the natural environment in which they live.

Other

- Affect character of conservation area
- Loss of view
- The land should remain agricultural
- Inadequate drainage
- Within greenbelt/no special circumstance
- Plan is driven by developer desire for profit. No consideration is given to the local community or to the environment, this development is simply to generate money for businesses.
- I suspect however that the developer (Northumberland estates) cares little for this although if an alternative site is sought can I suggest building these houses in the land surrounding Alnwick castle?
- Decrease in housing value in the area.
- Over-stocking of residential plots.
- Walks need to be kept open.
- This development will impact surrounding areas such as Seghill, which is an even smaller town than Killingworth and this is the charm of these places. They aren't over populated like Newcastle Town centre and this is why a lot of people choose to live here. Part of the charm and attraction is the fields and quiet rural landscape which this development will destroy.
- Increase in crime rates.
- These proposed build areas also support wildlife habitats and provide a real quality of life to those of us that have lived in this area and have become accustomed to a quality of life that is not overly impacted by urbanisation, house building sprawl and massively by the associated traffic it brings by large corporate growth in the adjacent Cobalt area (and in the not too distant future Indigo Park).
- Impact on health.
- I know my objection will be pointless. Money talks and the opinion of those who already live here means nothing to the Council or landowners.
- No definition is offered of affordable.

- Empty buildings on Cobalt should be used for flats before any further greenland is destroyed.
- The Duke of Northumberland does not need any more money.
- There is an historic lack of trust for Bellway.
- The alliance between Capita and North Tyneside Council is at best unholy, especially as the latter has a vested interest in both the planning and execution stages of development.
- I do not believe that Capita or NTC will be swayed from this expensive and lucrative development.
- Inadequate consultation timescale.
- Timescale for commenting on application given number of documents submitted.
- Queries about construction timescales and timing of road installation.
- Conditions on any successful application should include construction delivery and routing controls.
- We are dismayed by all the building work and road alterations that are considering moving away from the area.
- Not much thought has gone into the proposed development of housing planned for Killingworth.
- Most people who buy these houses are based out of our area and buy them to rent out and charge huge sums of money to the unfortunate tenants who are forced by the council into private rentals. They do not care about the fall out this has for the residents that live in Killingworth permanently.
- We objected to the first estate built there in 2017 and a formal complaint was made to the police with evidence of information being withheld from planning committees, reports on wildlife being completed during hibernation season and evidence of Capita being the client and the decision maker and they wouldn't take any action.
- I hope that the council will not bow to the pressure by housing developments as they have previously.
- Other areas to building housing on than putting it all in Killingworth.
- Overcrowding of Killingworth.
- Sprawling developments in Killingworth and Backworth during the last few years.
- Query regarding the levels of S106 & S278 within the application and anticipated utilisation.
- Lack of capacity in the location to take more development.
- The project seems to be based on build as much as possible and think of the consequences only after it is too late to do anything.
- The money should be used to improve estates we already have.
- Current situation of anti-social behaviour in Killingworth. This is more pressing than building more houses and inviting more anti-social behaviour and crime into what was once a beautiful town to live in.
- I will not be voting this Council on the next election.
- I have heard it is too late to object and that it is just procedure by allowing people to object.
- Too many new people and housing.
- Unhappy that more roads are being built.
- The decision to develop this area is driven entirely by financial gain with no regard for the environment.

- The potential impact is likely to be felt over a very wide area, extending beyond the locality in which it is situated.
- Any additional road space is likely to increase vehicle miles and increase carbon emissions.
- Lack of publicity for application.
- Upset and distress caused by the development.
- 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.
- The urgency to tackle climate change which is dominating headlines in 2019 means these plans and "The Local Plan" to destroy & surround the rest of Killingworth cannot go ahead - plans are made to be broken especially these ones which I have on very good authority will be very much up in the air when an inevitable election and change of Government, one that will protect not destroy nature, occurs sooner rather than later ushering in a new leadership with different priorities.
- Subsidence on land in Backworth in which a partial housing estate had to be demolished. There are pits/runs underneath the surrounding land.
- Take a leaf out of Northumberland council books and learn to say no.
- It is sad to see the loss of further green open space in the area. I live nearby and have a few suggestions to improve the proposed development, which include: the necessary infrastructure for the area including the metro extension, new school, new amenities need to be built before the houses, solar panels for every new home, cycle routes should be provided within the development and contribute to improvement of local cycle routes, walking and cycle routes to nearby schools, allotment provision (there is limited open space shown within the development), new greenspaces and playgrounds, provide wildlife corridors and biodiversity areas across the site, provide surface water attenuation beneath car parking and drives using permeable paving, provide above ground surface water storage in the form of attenuation basins and wetlands, plant trees across the site, plant hedges rather than build fences and provide broadband to the new development.
- Renewable energy does not seem to have been included in the proposals. Solar panels should be included in the construction phase to the houses when economies of scale make install cost vs payback even more viable.
- The proposal does not contribute positively to this area.
- I'd like to quote Northumberland Estates, from their own website, where they say "As a major landowner conservation is an important part of our land management strategy" and "The Estate seeks to improve habitat wherever possible through planting and other environmental management projects, working hand in hand with large scale conservation bodies such as English Nature..." That's commendable, and makes a great read on the web site, but Northumberland Estates doesn't deem our area worthy of Conservation.
- Sport England have objected.
- Why can't other sites be developed, such as the cottages near Backworth Golf Club.
- The COVID pandemic and subsequent lockdown has shown how valuable the countryside is for mental wellbeing and I have found extreme comfort in the calming surroundings of the Waggonways in particular. Subsequently, I feel that the surroundings that so many local residents have been able to enjoy over the past

year should be preserved and even enhanced. Surely monies would be better spent regenerating areas in need and building on brown belt land rather than destroying what little green spaces we have in this area.

- New houses must not rely on gas boilers.
- The residents of the area all have experience of building through Stephenson Park. Bellway breaking planning regulations, dreadful noise, leaving roads in a disgusting state, we even had to call the police one time. Taking trees down and being fined trivial amounts. it is completely unfair on residents.

- I fear North Tyneside Council is acting to its own financial interests to the detriment of its constituent population.

- Ruining Killingworth.

- No need for the housing.

- My home is where the legendary towers were, central to the township not on green land.

- The wagonway has historical value which will be impeded by increased footfall and disruption to the landscape.

- Robert Jenrick, Secretary of State for Housing, Communities and Local Government announced new guidelines for new building and planning applications to

ensure that "Local communities will be at the heart of plans to make sure that new developments in their area are beautiful and well-designed" and these plans do not meet this criteria at all.

- On a clear day, the Coast and North Sea can be seen from the Wagon Way & 'Top Fields' as it is colloquially known although I don't expect the builder or Council planners to have any such local knowledge or they wouldn't be attempting to obscure this local attraction which this housing development would surely do.

- The majority of residents of the housing estates Ashdown Manor and Simonside Park that these plans will most affect purchased their valuable homes specifically to benefit from the rural-urban fringe which the current town provides and these estates would box them in obscuring this if permitted. Indeed I know of at least one local family who have moved to one of these estates recently in order to enjoy this very natural environment their 6-figure property now enjoys.

- When the £10M HIF grant for the new road between the A1056 Killingworth Way and B1317 Killingworth Lane was withdrawn, it was a demonstration of the lack of enthusiasm for a project that has been a non-starter from the very beginning & would completely go against modern climate change science and this Killingworth MasterPlan dreamt up before new evidence emerged & movements like Greta Thunberg's & is a very ill-thought out plan that needs drastically modified or scrapped.

- As Robert Jenrick outlined in his January vision, it is local communities who will set the design codes for their areas and as a representative of many hundred local Killingworth residents via our 'Stop The Killing of Killingworth' group on Facebook and member of The Northumberland and Newcastle Society, this plan 100% does not comply with any standard of beauty held by the local people it will affect - being the very definition of 'Anywhereville' like the generic Stephenson Park estate - people who cherish Killingworth as a local town of historical importance that is

already at maximum population density & an ideal size.

- Devaluation

- We should be eco friendly and protecting the planet.

- North Tyneside has no democratic mandate for damaging our environment and further affecting climate change.
- The land is finite.
- Do you know how long the construction detailed in these applications work is likely to take which will subject residents to local disruption?
- The case officer must not live in Killingworth.
- I do not agree with the proposal for High Farm.
- There is no need for any more houses within the Killingworth area.
- People will move out of Killingworth if these plans go ahead.
- There is no 'development control'. If there was control over the number and size of new housing developments in the area we would not be becoming an overpopulated area.
- Too near wagonway.
- Any new development threatens to destroy the ethos of Killingworth which was originally developed as an Independent New Town but now would become a continuous urban area conurbation.
- We objected to the first estate built there in 2017 and a formal complaint was made to the police with concrete evidence of information being withheld from planning committees, reports on wildlife being completed during hibernation season and evidence of Capita being the client and the decision maker and they wouldn't take any action.
- I have also read some of the comments on the Killingworth Moor consultation from residents on Stephenson Park, saying how they've got bats living in the trees. That residents have to have bat boxes on their houses. There were studies done and no bats were found on the REME site and it made it ok to go ahead to build new houses. It is absolutely despicable that houses have been built on this land that is also greenbelt and home to various other wildlife.
- Please address the current situation in Killingworth with regards to the anti social behaviour from the local jobs. These issues are more pressing than building more houses and inviting more anti social behaviour and crime into what was once a beautiful town to live in.
- The urgency to tackle climate change which is dominating headlines in 2019 means these plans and "The Local Plan" to destroy & surround the rest of Killingworth cannot go ahead - plans are made to be broken especially these ones which I have on very good authority will be very much up in the air when an inevitable election and change of Government, one that will protect not destroy nature, occurs sooner rather than later ushering in a new leadership with different priorities.
- It is morally questionable to be swallowing up areas of local countryside to be replaced with urban developments which will contribute to CO2 emissions far into the future, reduce local air quality and negatively impact localised drainage systems and ecosystem habitats.
- The Backworth Park development are still needing to sell homes so we do not need any more.

13.0 One letter submitted regarding 'Proposed Development at Killingworth Moor':

- We attended a public meeting organised by Pegasus Group in December. On looking at the plans we are of the opinion that little thought has been given to the impact that such a large development will have on the residents of Forest Gate.

- It appears that all site traffic is to be routed on a proposed new road linking the new development with Great Lime Road by way of the existing Forest Gate entrance road. Traffic lights are proposed from the existing Forest Gate estate to access onto the new section of road. This will mean a queue of traffic will be waiting outside the Forest Gate houses with all the attendant fumes, noise and inconvenience of access to each house.
- Great Lime Road is already a busy route with cars queuing at peak times to get in and out of the existing junction from Forest Gate. To add a minimum of 500 extra vehicles will be unsustainable and completely alter the nature of this area to the detriment of the existing homeowners.
- Whilst the development is being built all heavy construction vehicles will be routed along the link road rather than via Killingworth Way. This is unacceptable due to noise, fumes, muddy roads and vibration damage.
- The site plan suggests that future phases may have access to the A19 but this would be over many years and it assumes it will definitely take place. In the meantime the problems regarding building traffic would continue. This puts a blight on existing properties nearest to the proposed development.
- There is still an issue with flooding on the field adjoining the road leading to Great Lime Road. Further development will put a strain on drainage.
- The proposal is unnecessary overdevelopment of land with little regard to the impact on the existing locality. At the very least there should be more than one access to and from the site both whilst development is taking place and as soon as the properties are completed.

14.0 1 letter from a resident for and on behalf of the residents of Killingworth Road

I am writing in support of the Killingworth Village Residents Association's request to have a bus gate installed on the B1317 Killingworth Road/Lane. The following shows how this must be regarded as easily the best solution to current and anticipated traffic issues in the local area.

Killingworth Moor Housing Development traffic impact on local area:

The Local Plan Transport Impact Report (Local Plan) produced by Capita on behalf of the Council identified that the B1505 Great Lime Road / B1317 Killingworth Lane (Road) junction is already above capacity (based on 2012 traffic data) stating:

"The B1505 Great Lime Road / Killingworth Lane junction already operates at capacity during peak periods."

It also states that the modelling conducted by Capita on behalf of the Council for the Killingworth Moor Development road infrastructure including the proposed link road shows:

"The impact upon the Great Lime Road / Killingworth Lane junction is not fully mitigated by the link roads..."

The report stated also 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.”

“Furthermore, 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 close proximity of existing properties, protected trees, and limited available highway land make any significant mitigation difficult.”

I do not believe these quotes to have been taken out of context.

Clearly, the impact of the new Development on the local area even with the proposed new link road will not be negligible and requires proper mitigation.

Existing Hazards - Killingworth Road/Lane Traffic Speeds:

The Council's own traffic data for Killingworth Road/Lane shows several thousand vehicles use this route on a daily basis and that over 55% of these vehicles are speeding:

Monday to Friday						
Daily Averages						
Killingworth 30mph zone						
16H, 6-22		% of drivers exceeding the speed limit				
Location	Period	Combined	North	South	East	West
Killingworth Road	Nov-19	60%	57%	62%		
Killingworth Village	Dec-18	55%			59%	50%

Not only does this level of speeding cause major safety issues for local residents but it will also directly increase air and noise pollution as many studies have shown. This is not something that local residents should have to face or suffer.

It is very clear also that Northumbria Police do not have the resource to enforce this limit and the road is ultimately the Council's responsibility.

Traffic Mitigation Measures:

In summary, the Council's own information above shows that the B1317 Killingworth Road/Lane is:

- At capacity already in peak times and has been for many years.
- Suffering from the impact of excessively speeding traffic with the added risks caused by this in

terms of safety to residents and increased air and noise pollution. • Unsuitable for any increase in traffic. • Difficult to effectively provide mitigation on.

And, the immediate local area:

- Will be significantly adversely affected by the new Killingworth Moor Development, and
- Requires effective mitigation against this.

Closing the B1317 except for buses and emergency vehicles in the way requested by the KVRRA has to be the simplest, most effective and cheapest solution available to stop the existing traffic issues that local residents suffer from and mitigate against increased traffic from the new development.

Indeed, the Local Plan indicates that any other form of measures would be hard to implement.

Additionally, the Government funded new link road should provide more than adequate access and egress for both residents of the new Development and commuters from further afield.

As such my neighbours and I fully support the KVRRA's request for a bus gate on the B1317 at the location identified and ask that this be undertaken as part of the initial stages of the Development.

15.0 1 letter on behalf of residents of Killingworth Road and Nicholson Terrace (20.04.21)

In line with our objection to 20/01435/FULES, we object to this development on the above grounds. We do not accept the developer's transport assessment conclusions and believe that this development as with the 20/01435/FULES development can only significantly increase the amount of traffic on a road that is already at capacity at peak times to a level that will be damaging to both our immediate local area and local residents' well-being. We believe that it is highly likely that these developments will have a detrimental impact on highways safety. We already consider the traffic in this area to present an actual safety risk to local residents with one very recent fatality, very close by and on the traffic flow route that we are so concerned about. There is not even a safe pedestrian crossing point on either side of the existing junction with Great Lime Road to cross over the B1317 and Station Road. Pedestrians including school children have to dodge between cars whilst the current traffic speeds throughout this entire area are excessive (as shown by Council data) and dangerous.

North Tyneside Council has already withdrawn its proposal for the "Link Road" which these proposed developments are totally reliant upon in attempting to manage the impact on the local area. Whether this "Link Road" is now capable of being built with issues regarding tunnelling under the A19 and lack of North Tyneside Council involvement is totally uncertain.

Without this "Link Road" neither development should go ahead and even with it, effective traffic calming measures for the B1317 Killingworth Road and West Lane must be introduced. The Council's own Highway's department even acknowledges this and this is clearly stated in the Council's own Local Plan Traffic Impact Report assessment document (Local Plan).

The Council's Local Plan states for example:

"The B1505 Great Lime Road / Killingworth Lane junction already operates at capacity during peak periods."

"... 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 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 available highway land make any significant mitigation difficult."

Originally when the developers' Master Plan was introduced it included proposals for the closure of the B1317 except

for public transport and emergency vehicles using a Bus Gate. We now understand that this is not a Council "aspiration" and that it is not to be included as part of the overall development.

The only alternative to a Bus Gate that would sufficiently mitigate the adverse traffic impact on the B1317 Killingworth Road and West Lane would be a very comprehensive system of speed bumps and contra-flows stretching from Great Lime Road up Killingworth Road and West Lane to the entrance of Moorfield Drive. As detailed above, the Council's own Local Plan states that on the B1317 such a system will be difficult to implement. Anything less will not be effective. Many of the properties in this area are very old and local residents are already expressing concerns about damage to property foundations caused by traffic passing over what would be necessary speed bumps. Fundamentally we believe that the findings of the Local Plan should be adhered to – otherwise what was the point of it

bearing in mind the detail of work undertaken in the report and financial cost of it to residents. Is it correct that Council officers just ignore the Council's own Local Plan conclusions?

As such and as local residents that will be directly impacted by the developments, we believe that the only solution that will work effectively to mitigate the impact of this and the other associated developments on our local area is the implementation of a Bus Gate between Killingworth Village and Moorfield Drive (Stephenson Park). This needs to be constructed prior to any work being undertaken.

To summarise:

- We object to this development because we believe that it will have a significant adverse impact on the local area in terms of increased road traffic and associated noise and air pollution far above an acceptable level and will pose an actual hazard to local residents.

- We only accept the Council's own Local Plan findings as an accurate portrayal of the impact of the development on the local area.

- We believe that the uncertainties relating to the proposed "Link Road" must be resolved prior to any acceptance of this proposal.

- In-line with the findings of the Council's own Local Plan, we believe that the only solution that will work effectively to mitigate the impact of this and the other developments on the B1317 and our local area is the introduction of a Bus Gate between Killingworth Village and Moorfield Drive (Stephenson Park).

16.0 1 letter on behalf of Mr W Hedley of West Lane Farm, Backworth:

Mr Hedley is tenant of the holding known as Backworth West (Lane) Farm and Part High Farm, which is outlined in red on the attached plan. Mr Hedley and his family have farmed this holding since the early 1960s and Mr Hedley himself has been Farm tenant since September 1983 by virtue of an Agricultural Holdings Act 1986 Tenancy. Mr Hedley also farms High West Farm, Seghill under different arrangements.

This planning application directly affects that part of the holding known as part High Farm, which is cross-hatched red on the plan and which extends to around 51 acres.

On behalf of Mr Hedley, we hereby object to this application on the following grounds:

1) Mr Hedley will lose approximately 51 acres (cross-hatched red) out of his tenanted holding of 323 acres. When times are already difficult for farming, with the prospect of matters further deteriorating following our anticipated exit from the European Union and Common Agricultural Policy, the loss of almost one-sixth of Mr Hedley's holding is an unacceptable proposition for him. So far, his landlord has not made any specific offer of sufficient replacement land or financial compensation settlement and,

2) We are gravely concerned that the specified drainage provisions are not sufficient. We believe that the development, if approved, will greatly exacerbate drainage problems which are already suffered by Mr Hedley and neighbouring farmers, and, indeed, that the householders and road users on the eventual development will suffer serious problems with surface water drainage unless the drainage provisions already identified are comprehensively enhanced and (among other improvements) incorporate our suggested improvements below).

We draw your attention to the following points:

i. Between points A and B the levels are critical. Great care will have to be made to ensure that water does indeed flow easily through this section.

ii. There are already regular flooding problems suffered on the roads and land involved and adjoining. We attach photographs taken on 5th and 6th October 2019, illustrating this point. The huge increase in the areas of sealed surfaces on the development land, in the shape of roofs, roads and yards, will mean that vastly more water will be discharged to existing drains and ditches, than is currently the case. Although we note that balancing ponds have been incorporated in to the scheme, we are not satisfied that they are sufficient to avoid an exacerbation of the problems already suffered as explained below.

iii. The land cross hatched green, which is owned by Mr Hedley, already floods regularly, meaning that Mr Hedley's crops are ruined and land made largely incapable of working, for large parts of the year. The reason seems to be that, at Point C, the existing culvert under the old wagonway/mineral railway, is insufficient to take the flow of water at times of peak rainfall.

iv. There is a similar restriction at point D, where the same water course passes via a culvert under the railway.

We are strongly of the opinion that these bottlenecks in the drainage system for this whole area must be ameliorated or removed and that the development should not be consented until or unless a firm commitment is made to rectify these and that these culverts are greatly enlarged or improved prior to any other part of the development commencing.

17.0 Response to consultation February 2023:

64 objections:

- Adverse effect on wildlife
- Affect character of conservation area
- Affect setting of listed building
- Inappropriate design
- Inappropriate in special landscape area
- Impact on landscape
- Inadequate drainage
- Inadequate parking provision
- Loss of privacy
- Loss of visual amenity
- Loss of residential amenity
- Loss of/damage to trees
- Out of keeping with surroundings
- Traffic congestion
- Poor traffic/pedestrian safety
- Poor/unsuitable vehicular access
- Will result in visual intrusion
- Nuisance - disturbance
- Nuisance - dust/dirt
- Nuisance – noise
- Nuisance - fumes
- Within greenbelt/no special circumstance
- Pollution of watercourse
- None compliance with approved policy
- Not in accordance with development plan
- Affect character of conservation area
- Affect Site of Spec. Scientific Interest

Impact on open space:

- Loss of greenspace
- Strongly object to any new houses on any farm land; we need good growing land. Supposed to be green.
- The area and fields are already in use by 200+ people a day as it is, this development will restrict leisure activities for dog walkers, runners and bike/horse riders. It is the only main green area we have available to us as residents within a 2-5 minute walk, it is not acceptable to have a concrete jungle to walk our dogs.
- As a resident of the area that uses the green land and surrounding areas to walk my dog every day, I would be very upset to precious land.
- Loss of recreation area
- I am a dog owner and myself and my dog love nature and exploring the local green areas. I find having local green areas (like the ones you wish to destroy) help massively with not only mine but many people's mental health. It gives

people a place to go and it helps clear my head. Being able to have a short walk and get to a beautiful building free area really can make all the difference in the world.

- All local small towns and villages have now merged due to the green space being developed into an unsightly blot of housing
- At the moment there are some lovely walks in the area, these will vanish.
- One of the wonderful things about this area is it's proximity to countryside and open space. We must protect the countryside & wildlife.
- The wagonways and its surroundings have an array of wildlife and natural beauty as well as a strong history of railway heritage.
- It is a wonderful area for wildlife and space to enjoy for the public. We need places around towns and cities that we can experience the fresh air and natural surroundings. My three year old grandson said "thank you grandad" when I pointed out a few wild crocuses growing on the moor today. It is a place for nature to be enjoyed.
- B1317 runs at the back of my property, it has turned from a quiet country road into a noisy, smelly by all of the houses that have been built in the last few years.
- Loss of trees.
- When we bought our home it was under the impression there is green space around us and we would lose all of that for a brilliant walk of green space on our doorstep. That would be gone.
- Lately Backworth/Killingworth seems to be being destroyed for the sake of over populated new build housing plots. The borough needs to retain green space. North Tyneside state a "go greener" stance but seem intent on destroying our beautiful spaces. Nothing ever seems to happen in more affluent areas.
- I strongly object to this planning application for new houses to be built on green belt farm land surrounding the existing Killingworth township.
- Killingworth remains unattached to other areas on most sides, why would you want to build on the farmland and effectively 'join up' the individual areas, creating 1 massive conurbation with no countryside in between? There are beautiful open views (which helps with creating a positive mental health) currently from the top of Killingworth and the wagon ways used by many for exercise, if you build over the farmland no one can enjoy this anymore, we'd feel boxed in, and have to drive elsewhere for the same feeling.
- Damaging to our green credentials the Council may believe it has.
- The assault on North Tyneside's landscape has been particularly savage in recent years.
- Our green space destruction compares disproportionately with the eco destruction of county status.
- Continuation of an urban sprawl with only tiny spaces of green in-between.
- Absolutely no need for these houses to build in this area of natural beauty.
- These proposals are excessive. They eradicate the entire natural landscape which is enjoyed by people and wildlife alike. The moors provide a source of well-being to the local community, many of whom are unable to travel far due to social circumstance or health reasons. 'Landscaping' a few pathways does not compensate for open space and a sense of freedom.
- These plans are a step too far. So much of the local green spaces have been decimated already to make way for housing with little to no care for the wildlife or aesthetic of the area.
- This is a very popular spot for dog walking and is a great aid for peoples mental health to get out into some fresh air. It also includes habitats for many animals

and creatures. I feel the surveys that have been done are not adequate enough & they need second and third opinions.

- The proposed development will be an over development of the area and will have an adverse impact on the character of the residential properties in the neighbourhood and on the wildlife in the area.
- The potential impact of the development is likely to be felt over a very wide area, extending beyond the locality in which the site is situated. I live in West Moor but enjoy walking through Killingworth and along the right of way bordering the site, as do my friends and neighbours and as more land is taken for development how far afield do we have to travel (in our cars) to enjoy our open green spaces.
- 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.

Impact on wildlife:

- Loss of wildlife habitat.
- Negative impact on wildlife.

- Development would remove the natural habitats of the local wildlife with the on-going construction effecting the wildlife in a much greater radius than covered just by these plans.
- Deer, Newts and various other wildlife use the greenery areas where this planning application is proposed.
- You can hear the wildlife whilst out walking, that will vanish.
- There are grey pheasants living here, foxes & hedgehogs, and birds of prey, as well as local garden birds.
- The biggest impact for me will be on the wildlife, where do you suppose they will go, we regularly see Deer, pheasants, mouse, an array of birds large and small, and foxes to name but a few. If you build on the land they'll definitely be impacted which will be such a terrible thing to do when we are supposed to be saving the planet and being more environmentally friendly.
- You could do a lot worse than take a leaf out the Welsh government's book who have taken the bold decision to halt further road building in defence of their natural environment.
- The moor provides a haven for wildlife including deer, herons, curlew, and birds of prey. It also provides a valuable area of green space for the residents of Killingworth, Backworth and Palmersville, enjoyed by dog owners, walkers, cyclists and runners. Building further houses on this land will destroy this environment.
- This area is a wonderful area of grassland with short eared owls regularly hunting on the Moor area. The pond which was reduced in size due to new drainage being put in also holds great crested newts I have personally seen them in the area. This type of habitat should be guarded as a treasure in our Borough not destroyed.
- This green area behind an already large residential area provides a haven for wildlife, such as birds, hares and newts in the pond.
- I walk here early hours, through the day and late at night and have personally encountered and seen; different types of rabbits, birds, bats and I'm sure I've seen newts (possibly the great crested newt) the lack of care to say these are not present is abhorrent and ignorant.
- Bats - the nesting grounds, and habitats are fiercely protected and this hasn't been considered.
- The wetland area in the centre of this field definitely has newts.
- I also have footage of kestrels flying & feeding above the location field. Kestrels are protected Section 1 of the WCA 1981.
- The construction of this housing estate will be a huge threat to this area. The land is not a nature reserve but is in fact Grade 3a farmland. It is home to a wide variety of wildlife. I have seen deer, foxes, rabbits and ground nesting birds such as skylarks. Surely the Council's aim should be to preserve our green spaces and wildlife contributing to saving our planet not destroying our borough.
- The Natural Environment and Rural Communities Act 2006 creates a duty of every public authority to conserve biodiversity.
- The most recent report from All About Trees, uploaded 16 June 2023, notes that "no nesting birds were observed at the time of inspection". The report records the most recent inspection as NOVEMBER 2022, and the one prior to that was August 2017, so the lack of nesting birds is hardly a surprise. I trust that ornithological surveys will choose a more sensible time of year to carry out a meaningful survey.

Traffic:

- Traffic on the Holystone roundabout is already at critical levels any more major developments will suffocate the road network, this is an addition to the traffic volumes we say daily backing up past Holystone Roundabout on the A19 from the Tyne Tunnel.
- The area cannot cope with the increased traffic it is already unsafe for pedestrians
- Will cause a significant increase in traffic congestion.
- The increase in traffic as getting out of Killingworth in any direction is already a nightmare. Yes you include new access to the A19, but the A19 itself is like a carpark.
- It is risky enough at the moment trying to get out of the slip road from the A19, whether northbound or southbound without making matters worse by increasing the volume of traffic using these junctions.
- Some drivers will always look for alternative routes to avoid congestion therefore increasing the volume of traffic going through the surrounding estates causing further potential risks to the current residents
- Impact of traffic in Forest Hall, Killingworth and surrounding areas.
- The 55 bus route that would be rerouted and would operate every 20; this does not happen now, so saying there will be a link for people for work is a joke, so more cars on Great Lime Road, which is very busy already.
- I live on Killingworth Road. The passing traffic is already a nightmare. Every time a fast heavy vehicle passes my 1870 cottage, it shakes. There are choking fumes belching out as they queue to exit south every morning, even longer since the sequence of lights has been changed, so you wait for two rounds of light changes before you exit my road.
- The traffic slowing bumps you put in, mean that vehicles get over the last one and still race past the houses.
- Are you ever going to stop encouraging more and more vehicles to use this route?
- The 2 roads which will be affected by this development are both B roads and were originally built for horses and carts and simply cannot sustain any more traffic on them. I spend longer and longer each morning trying to get out onto the B1317 from my house and this has been made even harder by the stupid change of the sequence of lights by Clousden Hill.
- I see that there is no bus provision in place either - how do you expect non car commuters to get to work?
- Major concern over increased traffic flow, particularly on Simonside Way.
- Local traffic was massively affected by the survey work in January with lorries and vans are too big for the local area strewn all over again causing damage, noise and pollution & gridlock which is again totally unacceptable in a small quiet town.
- It will also impact the safety of local residents including schoolchildren who walk to Backworth & Shiremoor as there are no schools in their local areas.
- Major concern over increased traffic using Simonside way.
- The quiet country road B1317 which backs on to my house is now noisy and busy and at threat of more traffic calming measures that ruin cars if we complain (see high speed bumps on Killingworth bank).

- We have in the past reluctantly accepted that Killingworth Moor was going to be developed mainly for housing. However, this acceptance was based on the promise that measures would be taken to reduce the level of traffic using the B1317 towards Killingworth Village. Our house is on the bank going down towards Great Lime Road and you will appreciate that we will be unduly affected by any increase in traffic flows. The construction of the spine road across the whole of Killingworth Moor was a factor in mitigating this problem. We note from the application that it appears not to mention the construction of the spine road and so there will be no reduction in traffic flows and in fact they are likely to increase. For this reason we object to the current proposals.

- Generation of more traffic in an already congested area.

- Continuous road alterations creating more disruption.

- There still does not appear to be an acceptable Traffic Assessment in place (for this or the other proposals that form the Master Plan) and even with the recent traffic calming measures on Killingworth Road and the proposed ones for Killingworth Village the additional amount of traffic 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).

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.

- Houses create traffic congestion with risks to children playing - Nicholson Terrace cut through for access to Great Lime Road.

- There has been a huge amount of new builds and planning of new builds in the local area over the last few years. This all adds to the congestion already in the area and means even busier roads trying to access the main A1 and A19 which although have had work done to make improvements by adding so many more cars from the same areas will not be helpful.

- People who use public transport already struggle with this area so adding more people will not help

- There is no reference to the construction of the spine road as outlined in 2019.

As it stands there is a spine road planned through the site with an exit on Killingworth Way at the junction of the A19. At the southern end there is a roundabout on Killingworth Road which means that this road will have to accommodate even more traffic. I live on Blueburn Drive and at peak times it is difficult to access Simonside Way because of the amount of traffic, the speed it travels at and the road layout. I can only assume that this problem will worsen with the new development.

- When these plans were first mooted the whole development of Killingworth Moor was dependent upon the construction of the spine road so that Killingworth Road could be blocked off with perhaps access for buses only. Part of the plan was that a spine road would be built incrementally starting at Palmersville with traffic lights which are already in place on Great Lime Road and working its way up, as the development progressed, towards Killingworth Way where that junction was a straight forward roundabout. This looks as if it would be difficult to implement under the present plan.

- Village Close isn't wide enough to allow throughput of traffic.

- Safety of children will be put at risk.

- The area around Killingworth is already congested at peak times. This will only add to it especially in Killingworth Village itself.

- I'm sure local councillors will have already appreciated how busy the A1056 is at rush hour in the mornings and evenings. Traffic is backed up from the A1 to the A19. The B1317 Killingworth Lane runs down the outskirts of Killingworth Village and is a lane in keeping with its village surroundings. Commuters using this road to Newcastle would either have to follow the B1317 to its junction with the A191 and thereby join the bottleneck at rush hour at Four Lane Ends or access the B1505 and join the rush hour queue of traffic to Newcastle at West Moor then on to Four Lane Ends or South Gosforth, already well-known bottlenecks. The main problem of road congestion has not been addressed. We are now in a completely different situation with the effects of climate change. With the building of new houses comes the prospect of at least one but often two cars per household, adding to the volume of traffic and increased carbon emissions. Government policy is for the reduction of carbon emissions, and local government has a role to play in this being achieved. Every new house is likely to own at least one car - 800 plus more cars on our already congested roads. Either way this housing development will have a huge impact on our local highways, paralysing the local roads and increasing emissions and noise level.

Infrastructure:

- There are already huge strains on local services such as doctors, dentists and public transport. Adding 2000 homes to the area without adding the infrastructure required to support the homes would be a terrible decision.
- The infrastructure and amenities in the area are already stretched thin and unable to support the increase residents that this development would cause.
- Not adequate health care in area, struggle to get appointments as it is.
- Not enough Schools in area, parents already struggle to get spaces.
- Our health services including doctors and dentists etc. are already struggling and have been for a little while now, which the numbers. You can't even register anywhere currently as there is just no space available.
- Schools in our area also already have trouble with overcrowding.
- The public transport and educational infrastructure cannot cope now with all of the new housing developments but you are planning on building more homes with very few actually being affordable in reality.
- Few affordable to the true average earner.
- We are talking about 1000 plus new residents who are going to have a detrimental affect on GP surgeries - the waiting time now for a normal appointment is one month.
- Where is it proposed that the new residents send their children to school? Which doctors surgeries are they planning on joining? Which dentists are the proposed residents going to go to? These services are badly overstretched now without adding potentially another 1000+ people.
- Proposal to build schools- will not happen and lead to even more overcrowding of local schools and more traffic problems and pollution at schools.
- No mention of the provision of health care facilities, which will lead to even more pressure on over stretched surgeries in Forest Hall and Killingworth.
- This application does not appear to be supported by or conditional on any necessary development work for additional schools, doctors, transport etc. for the community which are already under pressure. I'm sure fewer objections would be received if local people were assured that local amenities and services would

be scaled up to accommodate such a development. This plan should not be approved if the development does not include all the essential infrastructure.

- The schools are full already as are the doctors where it is impossible for residents now to get an appointment. There is no good transport system in place in the area with no Metro and no reliable bus services. Killingworth is also the poor relation when it comes to public money being spent on it. What happens to the 106 monies from Stephenson Park?

- Not enough public transport or educational services to support number of houses

- Killingworth is already a town at maximum capacity in terms of people and amenities - new local residents have difficulty getting their children into the schools is one key example - and there simply aren't enough new resources in terms of shops & public amenities to justify more people and new developments.

- New amenities are always promised along with the houses that bring money to the councils and builders yet never delivered & these plans are clearly just another money-making scheme without thought to the happiness & welfare of Killingworth's existing residents - provide for these citizens first before bringing others.

- Impossible to provide needed infrastructure for such an enormous increase in number of residents and will result in huge unmanageable traffic volume, bad pressure on already worrying lack of health services and schools.

- The high school is already full each year - where do you plan for all the extra kids to go to? All well and good saying a new primary school might be built but they need to go to a high school eventually- and GSHS could do with a revamp but there'll be no money for that.

- Additions to the problematic disposal of rubbish, sewage and drainage.

- Local schools are already full and there has been no provisions that I have been aware of to build a new secondary school that has been approved. More primary schools also would be needed if all of these plans are pushed through. My children are only young but by the time they reach secondary school they will have an even harder time trying to get accepted into the only local secondary school and we are in very local walking distance to it.

- There doesn't appear to be any details of section 106 contributions. These are contributions for the extra provision of school places, health services, community support and public transport that will be necessary with the increase in population that the local authority is required to provide. Stephenson Park, on Killingworth Moor, has been completed for a number of years now and no extra provision for these services appears to have been made. These contributions are based on the expected profit of the development which in this case will be considerable due to the change in land use.

- I find it difficult to make a doctor's or dentist's appointment as there are not enough resources in the West Moor and Killingworth area. Will there be a new doctor and dentist practice set up to deal with a whole new community? There is no bank, building society or post office serving the Killingworth area.

- Will the building of a new first school and secondary school run simultaneously alongside the building of these new houses so that there are enough school places for each household? Or will pressure be put on the existing schools until eventually the developers get around to building new ones.

Other issues:

- Lack of consultation with residents, the developer already started investigatory works.
- Current Housing values will take a hit, residents on the Backworth estate are already struggling to sell their houses.
- As current resident of Killingworth, I cannot see how these plans are even in discussion as there are a lot of other areas that need fixed and dealt with before we even consider building new homes in the area.
- Surely the size of this site could be scaled back substantially.
- My house in Ashdown Manor backs onto the fields on which this horrendous development is being planned. The thought of years of noise, dust, ruination of our far reaching views over to the sea let alone more traffic congestion and harm to the wildlife that habitate this semi rural area is filling me with dread.
- North Tyneside Council should be focusing on improving things for the residents that already live here not creating more problems.
- Killingworth is overpopulated already with the Moorfields and Cygnet Park housing developments still expanding.
- This development is not needed or wanted by residents in the area, there is enough housing already available in the Killingworth area.
- It seems to me that areas such as Killingworth, Backworth, Forest Hall, Palmersville will all merge into one...will we all just be classed as living in North Tyneside?

There is no need for more large expensive housing to be built on open countryside in this area. Priority is being given to the profits of the developers with no consideration for the quality of life of local residents & wildlife

- On-going building work
- The number of affordable housing has dropped to 14%
- I see and Northumberland Estates want to renege on 106 monies.
- You are well above government targets so give all the residents in Killingworth a break please.
- There is no need for all these houses but if you have to build use brownfield sites, there are plenty of them around.
- Complaints about accessing plans on the website.
- I object to any & all plans to build on Killingworth Moor because the land is the last scrap of natural land around Killingworth & building on it would lose the culturally important independent identity of the historic town where George Stephenson built his world-changing Rocket & make it part of a Conurbation - continuous urban area - with all of the negative affect such areas have on human mental & physical health and well-being to decreases house prices and increased crime and pollution and the loss of a vital natural resource providing clean & fresh air which currently helps the well-being of its citizens via exercise & nature.
- It is 2023 and the time for reckless rampant building on nature is long since over so it is time to totally scrap the Killingworth Moor Masterplan & build on the alternative brownfield sites that builders have told us will be used if and when the plans are finally scrapped once & for all.
- Please think urgently of current Killingworth residents & future generations of local people instead of the pockets of the nakedly greedy before allowing the wanton destruction of the natural and irreplaceable.
- Since the Killingworth Masterplan was made, there has been the Covid 19 pandemic which proved just how important paths & fields to walk, run on walk dogs on is and it is an area loved and cherished by hundreds if not thousands of

local residents weekly many of whom moved to the area from as far away as London to benefit from the closeness to nature & countryside.

Future pandemics are predicted so preserving this is a vital pandemic protection to citizens.

- There is a Climate Change Imperative in operation globally and all enlightened people are trying to preserve nature and save the planet across the world & the natural resources that cannot be replaced & building on such countryside & fields would destroy trees, animals & wildlife from deer to moles, rabbits to pheasants and all manner of flora & fauna. Once nature is lost, it can't be replaced & these plans are anathema to modern Climate Science.

- The current Government's own new housing policy ushered in by Sir Robert Jenrick in 2019 that states:

"All new developments must meet local standards of beauty, quality and design under new rules"

& these planned houses certainly don't fit into the local standards of beauty, quality & design of Killingworth and its residents who moved here for proximity to nature in keeping with the wonderful Killingworth Village.

- Michael Gove the current Housing & Secretary pledged in late 2022 that new building plans must be of:

"aesthetically of high quality...People do not want ugliness imposed on them."

and this would certainly make the area a worse place visually as identikit houses that could literally be built anywhere would replace cherished natural land.

- Recently, the Government's automatic housebuilding targets shifted hugely with Michael Gove, saying that " there is no truly objective way of knowing how many new homes are needed in an area" but one subjective way of knowing they are not needed in Killingworth is looking at the 1000s of houses & new estates recently built on every scrap of land locally in West Moor, Backworth, Murton & Gosforth.

- These fields are like a swamp all the time so I can only imagine the subsidence and drainage issues.

- The concrete jungle means more flooding as we lose natural drainage and the proposed areas are already marshy, these houses will sink and subside like the ones at West Allotment.

- There is no housing crisis in this area! This proposal is based on financial greed and is entirely unnecessary.

- I worry how my kids will ever afford to get on the property ladder if you think the houses that you keep approving are affordable.

- Expensive houses means higher council tax bands for more money for the council.

- No specific democratic mandate exists for what is in effect ecological vandalism.

- Negative impact on people's mental and physical health. It is known that having green areas to walk, cycle and look at has a positive effect on mental health. It is also known that an increase in traffic congestion and fumes can affect physical

health i.e. respiratory conditions such as asthma and cardiac problems.

- There has been substantial development on the other side of the A19.
- Many areas available that need regeneration which would be more suitable for development.
- It seems unwise that agricultural land should be given over to housing especially in the current climate where we need to provide more of our food rather than rely on imports which are becoming more unreliable.
- Residents should never be charged for maintenance fees if the proposal differs from what was sold to us from Bellway Homes.
- There will be significant effect on drainage. We already experience annual flooding as the drainage is poor. These problems will only be exacerbated by this development.
- There will also be considerable upheaval, disruption and disturbance to local residents, impairing the ability to work effectively (many work from home) and also impacting leisure time and wellbeing. There will be significant negative impact on stress and mental wellness as a result.
- Security for local residents will also be a concern. Frequent abnormal 'comings and goings' during build phase will invade the privacy of current residents and make crime more difficult to spot and report.
- As a local resident I am concerned about all the above. My well-being. The environment. The noise (particularly when I'm working from home or at the weekends). The disruption. Builders parking large wagons in my street making access difficult. I have experienced this from Bellway already, and they left their site an absolute mess which attracted fly tipping and rats.
- If building does have to take place (which I am vehemently against) I would ask that these plans be significantly reduced to place people and the environment above profit.
- The council will likely not consider any of these comments and instead line their pockets with our council tax and subsidies they receive for building yet more housing.
- Our North Tyneside page 22 refers to the council's ambition to achieve net zero by 2030. This is a worthy aim but how would the proposal to build 566 houses over arable land help towards achieving the council's aim.
- Loss of privacy.
- The development proposed would affect a right of way to which Part 3 of the Wildlife and Countryside Act 1981 applies. This right of way is one of the few rights of way near Killingworth where people can enjoy the outdoors while being close to home, important in this day and age when we are asked to leave our cars at home. Numerous people use the right of way every day - cyclists commuting to work, joggers, horse riders, dog walkers, families with children who can run freely without the fear of traffic. The proposed development would cause disruption and be an unwelcome disturbance for many months.
- North Tyneside Council values - "Our values are something important to us all - we listen, we care, we are ambitious and we are good value for money. We serve the people of North Tyneside and are passionate about keeping the Borough a great place to live, work and visit by delivering on the policy priorities set in the Our North Tyneside Plan." The huge amount of new build in North Tyneside is too fast and local communities are losing their identities as they merge into one urban sprawl which will result in unmanageable traffic volume, lack of health services and schools and increased air pollution. What happened to North

Tyneside's Go Greener policy? The Council seems intent on building on whatever green space is available - for what?

- Are the financial gains of North Tyneside council and Northumberland Estates worth the sacrifice of what little we have left of what was once a green and pleasant borough?

Pollution:

Are all the cars on the proposed estate going to be electric? if not then air pollution is going to be increased, again, for residents and wildlife.

- 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!

- The disruption, noise and pollution caused by the undertaking of the recent surveys in January turned the Moor temporarily into a noisy eyesore full of dirt & upturned land & debris, clouds of dust & the horrible sound of machines at all hours of the day & night and if that was a sign of things to come it's unacceptable.

- Such urban congestion as planned will result in intolerable pollution and noise levels.

- There doesn't appear to be any method statement for the construction covering such things as access and egress during construction – a problem that occurred with the development of Stephenson Park, working hours, routes of supply of materials to the site, phasing of the works, on site parking etc..

- This comment focuses on the issue of affordable housing which should comprise a minimum of 25% of the properties. The developers have submitted revised site plans (4 April 2023). In these the number of styles G1, L2 and R have all increased. G1 (and G2) are described as 3 bedroomed, L2 and R are described as 4 bedroomed. This is inaccurate. The floorplans all show the smallest 'bedroom' as a study. The nationally described space standard (2015) for new dwellings for a single bedroom is that its gross internal area should be at least 7.5sqm. [G1= 5.31sqm; G2 & L2=5.6sqm and R=6.8sqm.] The more cynical observer might reflect that the developers are using their inflated descriptors to get round their obligations regarding affordable housing. I ask that this be investigated as a matter of urgency.

18.0 Response to October 2023 consultation:

4 further objections

- Adverse effect on wildlife
- Affect character of conservation area
- Impact on landscape
- Inadequate drainage
- Inadequate parking provision
- Loss of visual amenity
- Loss of/damage to trees
- Poor traffic/pedestrian safety
- Poor/unsuitable vehicular access
- Traffic congestion

- Inappropriate design
 - Loss of privacy
 - Loss of residential amenity
 - None compliance with approved policy
 - Not a planning issue
 - Nuisance - dust/dirt
 - Nuisance - fumes
 - Nuisance - noise
 - Out of keeping with surroundings
 - Will result in visual intrusion
 - Within greenbelt/no special circumstance
- We don't have enough Doctors surgeries, infant schools, high school, public transport.
 - Once again, there are no need for more houses in Killingworth. It is hard enough to get a doctor/ dental appointment and school places. The whole area is great for wildlife and walkers.
 - The land belongs to the people of Killingworth, this is an absolute disgrace; leave the countryside alone.
 - 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.

19.0 Killingworth Village Residents Association

Comments March 2023:

We have expressed serious concerns about this application ever since its first iteration back in August 2019. Since then 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 to the west of Killingworth.

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).

Clearly, we need to comment on the proposal as submitted. Our concerns focus on:

Access during construction

Access after construction

Affordable houses (should be 25%)

Environmental concerns

Errors and omissions in documents submitted by developers

Access during construction [All references refer to the 'Northumberland Estates ES Chapter 13 Transport']

1.1 We are pleased to see that plans for access from the B1056 (Killingworth Way) appear to be more coherent. It is essential that this access route is completed prior to the commencement of any building work. All construction traffic should access via the B1056 and not via the B1317 which is unsuited to such movement. We are concerned that section 13.114 envisages construction access to the site from both the B1056 and the B1317.

1.2 The chapter assumes a "construction programme delivery of 90-100 houses per year" making this a six year project. Resulting from this, they predict 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 which, assuming an eight hour day, is one every five minutes! Yet Table 13.5 states that the effect of construction traffic will be 'negligible in magnitude' with a 'negligible effect'.

1.3 There is a mismatch between the figures in 13.109 and 'Table 13.4: Anticipated Daily Construction Movement'. This lists 19 HGVs (instead of the 23 mentioned previously) and has only 73 cars and LGVs, instead of 90. A difference of 21 access and 21 egress every day – for potentially 6 years!

1.4 Even though no Construction and Environment Management Plan (CEMP) has been agreed, the chapter includes a table of access/egress stating that site workers could arrive anytime between 7am and 7pm. We request that we are actively involved in the CEMP for this and all future developments particularly with respect to compound location, site access and the installation of traffic calming measures.

Access after construction

2.1 Any link with the B1317 (Killingworth Lane) should remain closed until the total road system, linking to the B1505 (Great Lime Road) and the associated bus gate on the B1317 is completed. We are extremely concerned that the roundabout to be installed on the B1317 is referred to as the 'Central Access Roundabout'

Affordable houses (should be 25%)

While the increase in affordable housing is welcomed, we are concerned that misleading descriptors could indicate that only 22% of the properties are in the 'affordable' or 'social, affordable or intermediate rent' categories. *The application states that 15 of the affordable properties are 3-bed. However, Type G1 and G2 designs, although described as 3-bed in the tables are actually only 2-bed. The plans show the "third bedroom" as a potential office rather than a bedroom. This is because its area is significantly less than the required 7.5 sq. m. If priced as 3-bed, the affordable housing is below 25%, the figure agreed by all parties to the Killingworth Moor Development Plan. We ask that Council Officers pay particular attention to this apparent discrepancy.*

Environmental concerns

4.1 The Killingworth Moor Masterplan design principles for the Northern Gateway (section 8.1.8) and Backworth Bridge (section 8.1.9), include the requirement for: 'an attractive approximate 50 metre landscape buffer... along the Seaton

Burn Wagonway'. This should 'provide a positive development edge to the wildlife corridor along Seaton Burn Wagonway'. We are very concerned that this basic environmental requirement is not adhered to in the current plans.

4.2 There are further concerns regarding the loss of hedgerows. Northumberland Estates acknowledge in their Ecology Chapter that: "whilst the hedgerows within the Site are species-poor, they form part of a wider habitat network where this habitat provides the only habitat linkages in an otherwise impoverished landscape". Despite this recognition of their importance, the plans will further diminish this landscape. The Arboriculture chapter, Table 14.2 shows that of the five hedgerows: one will be cut down entirely with the other four partially removed, resulting in a loss of 447m of hedgerow. However, even more than this will be lost as the latest Arboricultural Method Statement states that 128m, not 78m, of hedge 4 will be removed as part of the current plans.

4.3 There is a mismatch between the submitted proposed layout and the Killingworth Moor Masterplan (KMM) regarding the location and size of allotments and assorted green spaces. The KMM, section 5.3 'Green Infrastructure Plan' shows a run of allotments, formal public open space (grass) and natural landscaping. More detailed representations can be seen in section 8.1.8 (Northern Gateway) and section 8.1.9 (Backworth Bridge). These allocations are not mirrored in the proposed layout document where the amount of green space, in whatever form, has been reduced. Indeed it would appear that allotments have been placed where there should be some form of open space whilst housing is on some of the land originally indicated as being for allotments. This realisation does not fit with section 4.4 of their application "The Phase One Development proposals will aim to improve the health and well-being of existing and future residents through a range of measures ... provision of *extensive areas of open space* for the use of the community ..." We ask that a close check is made to ensure that all types 'open spaces and SUDs' at least match the allocated areas of the KMM.

Errors and omissions in documents submitted by developers

5.1 The 'Revised Phase 1 Transport Assessment'

Section 2.20 states: "B1317 has ... 2.0m wide footway on at least one side of the road...". It does not have a footway at all for some of its length and, where it does exist, it is less than a metre in places.

Section 8.50 states that the predictive model is "considered a good base for future projections". However, Table 8.10 shows a 60% difference for the queue length on the B1317 southbound in the observed maximum queues and those predicted by the model (a large difference even at the 95% percentile figures quoted). This does not reassure us. Table 8.5 has similar inconsistencies for the A1056, Killingworth Way, eastbound. The pm peak queue is modelled at 13 and observed as 22 vehicles.

Table 8.11 then uses this model to show different scenarios in 2032 if development has taken place. This suggests that there would be very little, or no, change in average queue numbers or average delay at peak times at the Simonside Way and B1317 junction. After over 400 houses have been built! We believe this is further evidence of a flawed model.

5.2 The 'Revised Site Wide Travel Plan Appendix 1.4'

Section 3.19 states: "Percy Hedley School in Killingworth can be reached in just over 25 minute walk ...Although over a 25 minute walk, it is not unfeasible that school children will walk to school as their route has continuous footway and

crossing features.” While some pupils at this school do not have mobility issues the vast majority do, some knowledge of the area, or even some superficial research, would have revealed this. It certainly is not “not unfeasible” for these students to walk to school in 25 minutes – how many other assumptions and inaccuracies are there in these supporting documents?

Section 3.25 states: “The alternative route includes the proposed internal footway, proposed crossing facilities on the B1317 West Lane...” We have no knowledge of a proposed crossing on West Lane. In fact, when this was suggested during the consultation process on the installation of ‘speed bumps’, it was specifically stated that there were no plans for any crossing facilities.

In addition, there are numerous aspects of the proposed development that are described as having a “minor adverse” impact and so are then considered to be “not significant. However, many permanent “minor adverse” impacts must surely accumulate to the detriment of the environment. Replacing one meal with a cream cake may have a “minor adverse impact”, do this several times a week and clearly the result is quite significant!

We would urge all those involved in the decision making process to be particularly vigilant and explicit in their decision-making process. This application is only Phase One of many years of development resulting in approximately 2000 new homes on Killingworth Moor. The Masterplan covers 190 hectares. It is essential that this phase of about 48 hectares and 550 properties 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, if not properly planned, managed and monitored, are far-reaching.

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.

Previous comments:

Initial Comments

We note that all planning applications should conform to the Killingworth Moor Masterplan (KMM) which was published in December 2017.

We assume that this application will be considered in parallel with 19/01089/REG3ES – the application to build a road across this site. The two are inextricably linked.

We would urge all those involved in the decision making process to be particularly vigilant and explicit in their decision-making process as this application marks the start of 15 years of developments resulting in approximately 2000 new homes on Killingworth Moor. The Masterplan covers 190 hectares. It is essential that this first stage of about 30 hectares and 560 properties 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, if not properly planned, managed and monitored, are far-reaching.

It is worth noting that the 2011 census records that the population of the ward of Killingworth was 9,746. Assuming 2.5 occupants per household, the Killingworth Moor Masterplan represents over half as many people again!

Our concerns can be summarised as:

1. The need for this application to be scrutinised closely with any restrictions and parameters made clear and fully enforced

2. 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
3. The location of allotments and lack of green space which appear to be counter to the Killingworth Moor Masterplan
4. Apparent lack of consistency between Killingworth Moor Masterplan and application
5. The reliance of traffic modelling data to inform noise and air quality reports
6. Need to ensure that this application is considered in tandem with 19/01089/REG3ES
7. The apparent lack of electric car charging points and a clear green travel plan

In detail,

1. 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 builders 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.

2. 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 and Accessibility Report' states in section 5: assuming 200 houses are built per year, there are likely to be 6 articulated lorries, 36 rigid lorries and 36 LGVs entering and leaving the site on a daily basis. In addition, they suggest that there are likely to be about 180 staff on site, probably involving 120 further vehicles. When this is broken down just for LGVs and larger vehicles there will be 156 entrance/exits a day which, assuming a ten hour day, is one every four minutes!

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 link road is complete from Killingworth Way to the Great Lime Road and all traffic calming measures are in place on the approach routes to, and through, Killingworth Village.

3. Location of allotments and green spaces

There is a mismatch between the submitted proposed layout and the Killingworth Moor Masterplan (KMM) regarding the location and size of allotments and assorted green spaces. The KMM, section 5.3 'Green Infrastructure Plan' shows a run of allotments, formal public open space (grass) and natural landscaping. More detailed representations can be seen in section 8.1. (Northern Gateway) and section 8.1.9 (Backworth Bridge). These allocations are not mirrored in the proposed layout document where the amount of green space, in whatever form, has been reduced. Indeed it would appear that allotments have been placed where there should be some form of open space whilst housing is on some of the land originally indicated as being for allotments. We ask that a close check is

made to ensure that all types 'open spaces and SUDs' at least match the allocated areas of the KMM.

4. Inconsistency between Killingworth Moor Masterplan and application

There is insufficient detail in the current plans as to how the following points are to be addressed.

a) the detailing of the 'buffer areas' as specified in section 8.5 of the Killingworth Moor Masterplan.

b) for the Northern Gateway (section 8.1.8) the design principles should include: 'an attractive approximate 50 metre landscape buffer... along the Seaton Burn Wagonway'. This is specifically mentioned in the addendum to the Cultural Heritage chapter: "However, the Seaton Burn wagonway runs along the southwest boundary of the application site and survives as an earthwork which is well preserved in places. Care should be taken to ensure that the earthwork remains of the wagonway are not affected by the development".

c) for the Northern Gateway (section 8.1.8) the landscape setting should 'retain, protect and enhance existing hedgerows and planting to define the area and enhance landscaping round High Farm'.

d) For Backworth Bridge (section 8.1.9), the key design principles include the provision of 'an attractive approximate 50 metre landscape buffer ... along each side of the Seaton Burn Wagonway' and 'provide a positive development edge to the wildlife corridor along Seaton Burn Wagonway'.

We note that North Tyneside Council's Principal Planning Officer, Steven Lyttle, has also raised similar concerns as has the Landscape Consultee in their response to 19/01089/REG3ES.

5. Application of traffic modelling data

Highways England express 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 go on to specify six related areas that require "re-visitation and further information" and state that "the model could not be used to verify the results presented by the consultants". This is clearly a major concern and one which they request to be addressed, or postpone planning permission until March 2020. They also point out that the traffic flow models assume the underpass to the A19 is in place but state that its "status and deliverability is unclear". Crucially, in addition, their assessment of the model has implications for the NTS noise report and the NTS air quality report; both of these clearly state that their conclusions are based on traffic data provided by the modelling network. If this modelling is as incomplete and inaccurate as Highways England indicate then clearly it casts serious doubt on the reliability and veracity of the reports pertaining to both noise and air quality. We ask that both of these reports are re-submitted once an accurate traffic model has been accepted by Highways England.

6. Issues common to this application and that of 'link road' 19/01089/REG3ES

We assume that these two applications will be reviewed in tandem as this housing development relies on the road. Many of the concerns and objections registered for the road are also pertinent to this application. No doubt they will be routinely included, however, we would like to draw attention to the Coal Authority's objection to 19/01089/REG3ES. They object, broadly, as "impact of

[the] coal mining legacy across the entirety of the planning site” is not adequately addressed. We are concerned to note that the Coal Authority were not on the consultation list for this application 19/01095/FULES.

7. Green travel plan and electric car charging points

No reference can be found in the submission for a green travel plan nor any electric vehicle charging points. As the Council continues to work on its Clean Air Zone, and similar initiatives, this would appear to be an important oversight.

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 takes us to 2032, 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.

Further letter 28.02.20

We are pleased to note the scrutiny that has been given to these plans and the attention to detail requested in the ‘Tracker’ documents. As we stated in our letter, in November 2019, we are very aware that this application marks the start of 15 years of developments resulting in approximately 2000 new homes on Killingworth Moor. It is essential that this first stage of about 560 properties 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, if not properly planned, managed and monitored, are far-reaching.

With this in mind, our concerns remain as they were in November, this letter does not replace or negate any of the issues raised in our initial correspondence. With that in mind:

We await with interest the amended Landscape Plan to address the important issues listed in the ‘Tracker’.

We note that ‘on-going discussions’ are to be held regarding landscape buffers to mitigate noise and provide, as specified in the Killingworth Moor Masterplan Key Design Principles: “an attractive 50m landscape buffer will run along each side of the Seaton Burn Wagonway.” (sections 8.1.8 & 8.1.9).

We await the updated traffic modelling, as requested by Highways England

We remain concerned that the Coal Authority were not in the list of consultees for this application especially given their objection to the ‘link road’ which passes though it [19/01089/REG3ES]. They objected, broadly, as “impact of [the] coal mining legacy across the entirety of the planning site” has not been adequately addressed.

We have been unable to locate any electric vehicle charging points. As the Council continues to work on its Clean Air Zone, and similar initiatives, this would appear to be an important oversight.

We look forward to discovering how the local community will be actively engaged in the production of the CEMP.

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.

Further comment 27.03.20:

We note that Highways England have requested further traffic analysis.

Point 7 of their most recent submission, dated 16 March 2020, states that:

"Using 2012 survey data for the base model is not acceptable and that a new survey count should be undertaken ..."

We would request that any new survey be postponed until such time as usual traffic flow returns following the lifting of all restrictions, especially those pertaining to school closures and working from home, linked to the outbreak of Covid-19.

Further comments from KVRA 06.07.20:

This letter, although on Killingworth Village Residents Association headed paper, also has the unequivocal support of residents on Killingworth Road, Nicholson Terrace, Stephenson Park and Orchard Close.

We strongly support the installation of a bus gate on the B1317 to mitigate the impact of the additional traffic due to the Killingworth Moor Masterplan. Initially the traffic would come from the proposed development (1901095 FULES – Character Areas 7 & 8) and the intended development of Character Area 1 (and beyond). The impact would be on roads and junctions that have already been identified by the Council as being near to, or over, capacity.

We gather, with significant concern, that the installation of a bus gate may not proceed; although we have not been officially informed of this decision. This is despite several meetings having taken place between local residents and Council staff, including one on 3 June 2019 at the Cobalt offices regarding this. 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'.

This was very reassuring, and 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 assert that a Bus Gate is the most effective, long term solution to the 'big picture' of traffic management in the area. 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 would like to propose that link road from Great Lime Road to B1317 and the Bus Gate on B1317 are *completed simultaneously and before any further construction takes place*. In addition, that the southern junction of the intended link road from Killingworth Way to the B1317 remains closed until after these works have been completed. There are three main reasons for this.

1. Construction traffic 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.

2. 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.

3. It would ensure that it is completed. While this may sound cynical, the traffic calming measures originally promised for the corner beside Stephenson Park have still not been completed. They are specified in Drawing Title: Section 278 Agreement Plan; DRG No NT11885-021; dated 26/11/14, the construction issue

is dated September 2015! This has been the subject of numerous pieces of correspondence between local residents and the Council.

We have responded in detail to the two current proposals (1901095FULES and 1901089REG3ES) and were actively engaged in the Killingworth Moor Masterplan. We trust that our proposals regarding the Bus Gate are seriously considered and we look forward to hearing from you.

9 April 2021:

Having read the relevant documentation, much of it is substantially unchanged since its original submission.

Consequently, we trust that all past objections are considered as part of the decision making process. In addition, we note that 19/01089/REG3ES, the separate application by the Council to build a road across this site, has been withdrawn. However, rather confusingly, the road remains an integral part of this application. Again, we trust that objections to 19/01089/REG3ES are considered in the discussion of this application. This request refers to those from residents as well as substantive concerns raised by the Coal Authority and Highways England.

We note that all planning applications should conform to the Killingworth Moor Masterplan (KMM) which was published in December 2017.

We would also note that no reference has been made to the impact of the Bernicia Homes development of 32 properties, on the edge of Backworth, which is also accessed by the B1317.

We would urge all those involved in the decision making process to be particularly vigilant and explicit in their decision-making process as this application is Phase One of 15+ years of development resulting in approximately 2000 new homes on Killingworth Moor. The Masterplan covers 190 hectares. It is essential that this phase of about 30 hectares and 560 properties 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, if not properly planned, managed and monitored, are far-reaching.

Our objections and concerns can be summarised as:

1. The need for this application to be scrutinised closely with any restrictions and parameters made clear and fully enforced
2. A request to be actively consulted in the Construction and Environment Management Plan (CEMP) for this and all future developments particularly with respect to compound location, site access and the installation of traffic calming measures.
3. Apparent lack of consistency between Killingworth Moor Masterplan and application
4. The location of allotments and lack of green space which appear to be counter to the Killingworth Moor Masterplan
5. The reliance on outdated traffic modelling data to inform noise and air quality reports
6. Use of outdated documents and incorrect/inconsistent assertions

In detail,

1. Need for close scrutiny and enforcement of parameters.

The importance has been detailed in the opening paragraphs. There must be clear enforceable consequences for any deviations from the agreed conditions.

Unfortunately, recent building developments in the area have seen builders 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.

2. 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. The 'Transport' chapter assumes a "construction programme delivery of 90-100 houses per year".

Resulting from this, they predict 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 which, assuming an eight hour day, is one every five minutes! Interestingly, even though no CEMP has been agreed, the chapter includes a table of access/egress (13.111-2) stating that site workers could arrive anytime between 7am and

7pm with the number of vehicles tabulated being 21 lower per day than those listed in 13.109!

We believe that the CEMP should be subject to consultation, scrutiny and agreement and must include such items as location of the depots and site development areas. Importantly, there must be no access to the site or completed development from the B1317 (this is envisaged in 13.114) until both the new link road is complete from Killingworth Way to the Great Lime Road and all traffic calming measures are in place on the approach routes to, and through, Killingworth Village.

3. Inconsistency between Killingworth Moor Masterplan and application

There is insufficient detail in the current plans as to how the following points are to be addressed.

a) the detailing of the 'buffer areas' as specified in section 8.5 of the Killingworth Moor Masterplan.

b) for the Northern Gateway (section 8.1.8) the design principles should include: 'an attractive approximate

50 metre landscape buffer... along the Seaton Burn Wagonway'. When the lack of this has been recorded in the Design Comment Tracker, the Northumberland Estate response suggests that they consider an average of 50m to be sufficient which has led to a buffer of only 36m (their figure) in places, a 28% reduction. We disagree with this assertion.

c) likewise for Backworth Bridge (section 8.1.9), the key design principles include the provision of 'an attractive approximate 50 metre landscape buffer ... along each side of the Seaton Burn Wagonway' and 'provide a positive development edge to the wildlife corridor along Seaton Burn Wagonway'.

d) for the Northern Gateway (section 8.1.8) the landscape setting should 'retain, protect and enhance existing hedgerows and planting to define the area and enhance landscaping round High Farm'. In the Arboriculture chapter, Table 14.3 shows that one of hedgerows will be cut down entirely with the other four partially removed, resulting in a loss of 447m of hedgerow! This is of particular concern as Northumberland Estates acknowledge in section 12.256 of their Ecology chapter: "whilst the hedgerows

within the Site are species-poor, they form part of a wider habitat network where this habitat provides the only habitat linkages in an otherwise impoverished landscape”.

4. Location of allotments and green spaces

There is a mismatch between the submitted proposed layout and the Killingworth Moor Masterplan (KMM) regarding the location and size of allotments and assorted green spaces. The KMM, section 5.3 ‘Green Infrastructure Plan’ shows a run of allotments, formal public open space (grass) and natural landscaping.

More detailed

representations can be seen in section 8.1.8 (Northern Gateway) and section 8.1.9 (Backworth Bridge). These allocations are not mirrored in the proposed layout document where the amount of green space, in whatever form, has been reduced. Indeed it would appear that allotments have been placed where there should be some form of open space whilst housing is on some of the land originally indicated as being for allotments. This realisation does not fit with section 4.4 of their application “The Phase One Development proposals will aim to improve the health and well-being of existing and future residents through a range of measures ... provision of extensive areas of open space for the use of the community ...” We ask that a close check is made to ensure that all types ‘open spaces and SUDs’ at least match the allocated areas of the KMM.

5. Application of traffic modelling data

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 go on to specify six related areas that require “re-visitation and further information” and state that “the model could not be used to verify the results presented by the consultants”. This is clearly a major concern and one which they request to be addressed. They also point out that the traffic flow models assume the underpass to the A19 is in place but state that its “status and deliverability is unclear”. Crucially, in addition, their assessment of the model has implications for the NTS noise report and the NTS air quality report; both of these clearly state that their conclusions are based on traffic data provided by the

modelling network. If this modelling is as incomplete and inaccurate as Highways England indicate then clearly it casts serious doubt on the reliability and veracity of the reports pertaining to both noise and air quality. We ask that both of these reports are re-submitted once an accurate traffic model has been accepted by Highways

England.

6. Use of outdated documents and incorrect/inconsistent assertions
While individually these may appear trivial we believe that they are of particular concern, suggesting a lack of attention to detail and casting doubt on the accuracy of other aspects on which we are not in a position to judge:

a) Aspects contained in the Transport chapter are incorrect and much of which has been taken directly from the sizeable reports by WYG. For example,
o Traffic modelling data is outdated. 13.121 states “...The majority of the data used in developing the model is from 2012, 2013 and 2014 and the model is therefore considered to be appropriate as the data is 6 years or less in age.” This is clearly nonsense – even if it was 2020, the data would be 6 years or more in age and so inappropriate!

- o the B1317 does not have a 2.0m footway on at least one side nor is there a 30mph limit throughout its length (13.14).
- o various schools are listed as “within Killingworth”. Many are not and two of them are special schools (13.32)
- o the facilities listed as being in Killingworth Shopping Centre include a Thomas Cook and a Post Office (13.36). These have been closed for some time.
- o reference to road works “remains closed to through traffic until early 2019”!(13.38)
- o “the construction of the development is likely to be commenced in 2019” (13.174)

How can the rest of this document be trusted with such outdated information? Especially when its footer gives a date of March 2020!

b) There are similar issues with the Ecology chapter. Table 12.7 describes the former REME depot as “currently under construction” and gives incorrect designations to various wildlife areas.

c) The time that the Phase one development will take varies from 9 years (section 2.22) to 5 years (section 2.30).

Finally, throughout the application, there are numerous items that are described as having a “minor adverse” impact and so are then considered to be “not significant” e.g. section 8.100 “low, minor, adverse and permanent landscape effects (not sig.)”. However, so many “minor adverse” impacts accumulate – replacing one meal with a cream cake may have a “minor impact”, do this several times a week/day and clearly the result is quite significant!

We are increasingly concerned regarding about the impact of the various planning applications linked to the Killingworth Moor Masterplan. We ask that it is not abused 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 could take us beyond 2035, 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.

13.07.22 – comments on amended plans (before formal re-consultation on these):

Thank you for the opportunity to respond to the latest tranche of documents and plans associated with 19/01095/FULES. We note that all planning applications should conform to the Killingworth Moor Masterplan (KMM) which was published in December 2017.

We are pleased to see that access from the B1056 (Killingworth Way) appears to be more coherent. It is essential that this access route is completed prior to the commencement of any building work. Also, any link with the B1317 (Killingworth Lane) should remain closed until the total road system, linking to the B1505 (Great Lime Road) and the associated bus gate on the B1317 is completed. This is of particular importance due to the addition of 42 new properties currently under completion, by Bernicia, on the junction between the B1317 and the B1322 (Backworth Lane). No reference has been made to this development in any of the submitted documents.

This lack of up-dated documentation is a real concern. Most of the recently submitted documents relate to alterations in the style and layout of the proposed housing. They do not address the errors and omissions of various chapters of

the Environmental Statement which should underpin any proposal. A summary of some of the issues is attached as an appendix.

In addition, while the increase in affordable housing is welcomed, we are concerned that misleading descriptors could indicate that only 22% of the properties are in the 'affordable' or 'social, affordable or intermediate rent' categories. *The latest application states that 15 of the affordable properties are 3-bed. However, Type G1 and G2 designs, although described as 3-bed in the tables are actually only 2-bed. The plans show the "third bedroom" as a potential office rather than a bedroom. This is because its area is significantly less than the required 7.5 sq. m. If priced as 3-bed, the affordable housing is below the agreed figure of 25%.*

In addition to the errors cited below (and in our previous letters), there are numerous aspects of the proposed development that are described as having a "minor adverse" impact and so are then considered to be "not significant" e.g. section 8.100 "the magnitude of effect of the completed development on this landscape character area is considered low with minor, adverse and permanent landscape effects (not significant)". However, so many permanent "minor adverse" impacts must surely accumulate to the detriment of the environment. Replacing one meal with a cream cake may have a "minor adverse impact", do this several times a week and clearly the result is quite significant!

We would urge all those involved in the decision making process to be particularly vigilant and explicit in their decision-making process. This application is only Phase One of 15+ years of development resulting in approximately 2000 new homes on Killingworth Moor. The Masterplan covers 190 hectares. It is essential that this phase of about 48 hectares and 556 properties 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, if not properly planned, managed and monitored, are far-reaching.

We are increasingly concerned regarding about the impact of the various planning applications linked to the Killingworth Moor Masterplan. We ask that it is not abused 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 could take us beyond 2035, 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.

Appendix 1 - sample of errors and omissions in key documentation, many mentioned in previous correspondence- included for ease of reference

1. Out of date documentation & incorrect/inconsistent assertions : While individually these may appear trivial we believe that they are of particular concern, suggesting a lack of attention to detail and casting doubt on the accuracy of other aspects on which we are not in a position to judge:

A) Aspects contained in the Transport chapter are incorrect and much of which has been taken directly from the sizeable reports by WYG. For example,
- Traffic modelling data is outdated. 13.121 states "...The majority of the data used in developing the model is from 2012, 2013 and 2014 and the model is therefore considered to be appropriate as the data is 6 years or less in age." This is clearly nonsense – even if it was 2020, the data would be 6 years **or more** in age and so inappropriate!

- the B1317 does not have a 2.0m footway on at least one side nor is there a 30mph limit throughout its length (13.14).
- various schools are listed as “within Killingworth”. Many are not and two of them are special schools (13.32)
- the facilities listed as being in Killingworth Shopping Centre include a Thomas Cook and a Post Office (13.36). These have been closed for some time.
- reference to road works “remains closed to through traffic until early 2019”!(13.88)

How can the rest of this document be trusted with such outdated information? Especially when its footer gives a date of March 2020 and was uploaded in February 2021.

A) There are similar issues with the Ecology chapter. Table 12.9 describes the former REME depot as “currently under construction” and gives incorrect designations to various wildlife areas.

B) The document entitled ‘Site Description and Proposed Development’ states that phase one development will take 9 years in one part (section 2.22) but only 5 years later in the same document (section 2.30).

1. Inconsistency between Killingworth Moor Masterplan and application

There is insufficient detail in the current plans as to how the following points are to be addressed. Unless otherwise specified, references refer to the Killingworth Moor Masterplan.

A) the detailing of the ‘buffer areas’ as specified in section 8.5 of the Killingworth Moor Masterplan.

B) for the Northern Gateway (section 8.1.8) the design principles should include: ‘an attractive approximate 50 metre landscape buffer... along the Seaton Burn Wagonway’. When the lack of this has been recorded in the Design Comment Tracker, the Northumberland Estate response suggests that they consider an average of 50m to be sufficient which has led to a buffer of only 36m (their figure) in places, a 28% reduction. We disagree with this assertion. This has not been updated since January 2021.

C) Likewise for Backworth Bridge (section 8.1.9), the key design principles include the provision of ‘an attractive approximate 50 metre landscape buffer ... along each side of the Seaton Burn Wagonway’ and ‘provide a positive development edge to the wildlife corridor along Seaton Burn Wagonway’.

D) for the Northern Gateway (section 8.1.8) the landscape setting should ‘retain, protect and enhance existing hedgerows and planting to define the area and enhance landscaping round High Farm’. In the Arboriculture chapter, Table 14.2 shows that of five hedgerows: one will be cut down entirely with the other four partially removed, resulting in a loss of 447m of hedgerow. However, even more than this will be lost as the latest Arboricultural Method Statement states that 128m, not 78m, of hedge 4 will be removed as part of the latest plans! This is despite Northumberland Estates acknowledgement, in section 12.256 of their Ecology chapter: “whilst the hedgerows within the Site are species-poor, they form part of a wider habitat network where this habitat provides the only habitat linkages in an otherwise impoverished landscape”.

Appendix 2 - further objections and concerns, many mentioned in previous correspondence- included for ease of reference

1. The need for this application to be scrutinised closely with any restrictions and parameters made clear and fully enforced
2. A request to be actively consulted in the Construction and Environment Management Plan (CEMP) for this and all future developments particularly with respect to compound location, site access and the installation of traffic calming measures
3. The location of allotments and lack of green space which appear to be counter to the Killingworth Moor Masterplan
4. The reliance on outdated traffic modelling data to inform noise and air quality reports

In detail,

1. Need for close scrutiny and enforcement of parameters.

There must be clear enforceable consequences for any deviations from the agreed conditions. Unfortunately, recent building developments in the area have seen builders 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.

2. 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. The Transport chapter assumes a “construction programme delivery of 90-100 houses per year” making this a six year project. Resulting from this, they predict 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 which, assuming an eight hour day, is one every five minutes! Even though no CEMP has been agreed, the chapter includes a table of access/egress (13.111-2) stating that site workers could arrive anytime between 7am and 7pm. The number of vehicles tabulated as entering the site being 21 lower per day (including 4 fewer HGV/rigid) than those listed in 13.109!

We believe that the CEMP should be subject to consultation, scrutiny and agreement and must include such items as location of the depots and site development areas. *Importantly, all construction access to the site should be from the B1056 and not from the B1317 (this is envisaged in 13.114).*

3. Location of allotments and green spaces

There is a mismatch between the submitted proposed layout and the Killingworth Moor Masterplan (KMM) regarding the location and size of allotments and assorted green spaces. The KMM, section 5.3 ‘Green Infrastructure Plan’ shows a run of allotments, formal public open space (grass) and natural landscaping. More detailed representations can be seen in section 8.1.8 (Northern Gateway) and section 8.1.9 (Backworth Bridge). These allocations are not mirrored in the proposed layout document where the amount of green space, in whatever form, has been reduced. Indeed it would appear that allotments have been placed where there should be some form of open space whilst housing is on some of the land originally indicated as being for allotments. This realisation does not fit with

section 4.4 of their application “The Phase One Development proposals will aim to improve the health and well-being of existing and future residents through a range of measures ... provision of *extensive areas of open space* for the use of the community ...” We ask that a close check is made to ensure that all types ‘open spaces and SUDs’ at least match the allocated areas of the KMM.

4. Application of traffic modelling data

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 go on to specify six related areas that require “re-visitation and further information” and state that “the model could not be used to verify the results presented by the consultants”. This is clearly a major concern and one which they request to be addressed. They also point out that the traffic flow models assume the underpass to the A19 is in place but state that its “status and deliverability is unclear”. Crucially, in addition, their assessment of the model has implications for the NTS noise report and the NTS air quality report; both of these clearly state that their conclusions are based on traffic data provided by the modelling network. If this modelling is as incomplete and inaccurate as Highways England indicate then clearly it casts serious doubt on the reliability and veracity of the reports pertaining to both noise and air quality. We ask that both of these reports are re-submitted once an accurate traffic model has been accepted by Highways England.

20.0 External Consultees

21.0 Natural England – response to amended consultation November 2023

No objection subject to securing appropriate mitigation

This advice relates to proposed developments that falls within the ‘zone of influence’ (ZOI) for the following European designated site[s], Northumbria Coast Special Protection Area (SPA). It is anticipated that new residential development within this ZOI is ‘likely to have a significant effect’, when considered either alone or in combination, upon the qualifying features of the European Site due to the risk of increased recreational pressure that could be caused by that development. On this basis the development will require an appropriate assessment.

Your authority has measures in place to manage these potential impacts in the form of a strategic solution Natural England has advised that this solution will (in our view) be reliable and effective in preventing adverse effects on the integrity of those European Site(s) falling within the ZOI from the recreational impacts associated with this residential development.

This advice should be taken as Natural England’s formal representation on appropriate assessment given under regulation 63(3) of the Conservation of Habitats and Species Regulations 2017 (as amended). You are entitled to have regard to this representation.

Natural England advises that the specific measures (including financial contributions) identified in the strategic solution can prevent harmful effects from increased recreational pressure on those European Site within the ZOI.

Natural England is of the view that if these measures are implemented, they will be effective and sufficiently certain to prevent an adverse impact on the integrity of those European Site(s) within the ZOI for the duration of the proposed development.

The appropriate assessment concludes that the proposal will not result in adverse effects on the integrity of any of the sites as highlighted above (in view of its conservation objectives) with regards to recreational disturbance, on the basis that the strategic solution will be implemented by way of mitigation.

Having considered the assessment, and the measures proposed to mitigate for all identified adverse effects likely to occur as a result of the proposal, Natural England advises that we concur with the assessment conclusions. If all mitigation measures are appropriately secured, we are satisfied that there will be no adverse impact on the sites from recreational pressure.

If the Habitats Regulations Assessment (HRA) has not been produced by your authority, but by the applicant, it is your responsibility (as the competent authority) to produce the HRA and be accountable for its conclusions. We provide the advice enclosed on the assumption that your authority intends to adopt this HRA to fulfil your duty as competent authority.

Natural England should continue to be consulted on all proposals where provision of site specific SANGS (Suitable Alternative Natural Green Space) or other bespoke mitigation for recreational impacts that falls outside of the strategic solution is included as part of the proposal. We would also strongly recommend that applicants proposing site specific infrastructure including SANGs seek pre application advice from Natural England through its Discretionary Advice Service. If your consultation is regarding bespoke site-specific mitigation, please reconsult Natural England putting 'Bespoke Mitigation' in the email header.

Reserved Matters applications, and in some cases the discharge/removal/variation of conditions, where the permission was granted prior to the introduction of the Strategic Solution, should also be subject to the requirements of the Habitats Regulations and our advice above applies.

Further general advice on the consideration of protected species and other natural environment issues is provided.

22.0 Historic England in response to amended consultation (25.10.23)

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.

23.0 Northumbrian Water response to amended consultation February 2023

In making our response to the local planning authority Northumbrian Water assesses the impact of the proposed development on our assets and assesses the capacity within our network to accommodate and treat the anticipated flows arising from the development. We do not offer comment on aspects of planning applications that are outside of our area of control.

It should also be noted that, following the transfer of private drains and sewers in 2011, there may be assets that are the responsibility of Northumbrian Water that are not yet included on our records. Care should therefore be taken prior and during any construction work with consideration to the presence of sewers on site.

We do not have any issues to raise with the above application, provided it is approved and carried out within strict accordance with the submitted document / drawing entitled "APPENDIX 7.1 FRA AND DRAINAGE STRATEGY". This document reflects our pre-planning enquiry advice.

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

CONDITION: Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "APPENDIX 7.1 FRA AND DRAINAGE STRATEGY" dated "October 2022". The drainage scheme shall ensure that foul flows discharge via a rising main to the public foul sewer between manholes 8504 and 8502 and ensure that surface water discharges to the existing 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.

24.0 2Northumbria Wildlife Trust

6.10.23

Thank you for consulting Northumberland Wildlife Trust (NWT) with regard to the above application. NWT has a number of concerns with this application, particularly the size of the development, loss of open farmland, the provision and protection of any off site mitigation, impacts on the wildlife corridor, surface water discharge to the Brierdene Burn and cumulative impacts of other residential developments within the local area. NWT will be placing a **holding objection** to the application until the planning authority can confirm the use of conditions and a Section 106 obligation to ensure that appropriate locally native species will be included, and enhancement and full protection of the following: wildlife corridor, biodiversity mitigation within the development area and the off-site mitigation.

The Biodiversity Net Gain Report lists a change from an existing baseline of 82.28 Biodiversity Units (BU) to a score of 90.81 Units, following development, a difference of 8.54 BU (10.38% net gain). However, 10.31units of this are vegetated gardens, where there will be no control or ability to maintain, manage or monitor them for biodiversity. These areas could be completely modified to provide no habitat and total loss of biodiversity. Unless the planning authority can condition the retention and correct management of these vegated gardens NWT would request the removal of these units from the calculation, which would give 80.5 BU, a loss of 1.78 BU (2% net loss). This makes it vitally important that the

appropriate locally native species are used to create the mitigation habitats proposed, in order to maximise their value to biodiversity.

The waggonway on the southern boundary acts as an important wildlife corridor and requires a 50m buffer zone, with additional locally native planting to protect against impacts from the development. In parts, the current buffer zone does not even give 30m. Increase in recreational pressure by residents from the Development will certainly include dog walking. This pressure will be in addition to the current use of the waggonway. Increased recreational pressure within the area could result in increased disturbance of vegetation alongside paths, nutrient enrichment of soils from dog fouling, an increase in litter and increased disturbance of species such as birds. Access to these areas of planting should be prevented using stock net fencing and locally native hedgerow planting, to reduce access and disturbance from people and their dogs. New footpaths or cycleways should not be included within the wildlife corridor or its buffer, apart from where links are required to the existing pathways.

NWT welcomes the provision of additional native hedgerow planting. We would request that this is made up of 8 species or more, with standard trees and that all species are locally native and, where possible, local provenance. Species-rich grass verges should also be provided. This will maximise the species diversity and the biodiversity value of the hedgerows. Management of the hedgerows (on site and off site mitigation) should be for biodiversity and not neatness. The shape and frequency of cutting should be appropriate to maximise biodiversity and included in the LEMP, with agreement of the Biodiversity Officer.

NWT would request that retained trees do not have their crowns 'cleaned' of deadwood and that standing deadwood is not removed, as suggested in the Arboricultural Impact Assessment. Retained, standing, hanging and lying deadwood can all be used by different species, some invertebrates will only use deadwood that is standing or attached to the tree, and the retention of this deadwood is therefore important for biodiversity. Removal of deadwood should only be allowed where it is a danger, e.g. overhanging paths or highways.

We would request that all species used in biodiversity mitigation areas are locally native, including the grassland and wetland mixes, and are agreed with the NT Biodiversity Officer before any work begins. The Trust would request the removal of *Fagus sylvatica* from the trees, woodland planting, native hedgerow and hedgerow mix. This species is a southern native and can be very dominant in woodlands and hedgerows, self-seeding into grasslands and out-competing our locally native species. *Carpinus betulus* is also a southern species and not locally native. There are a few locally native berry-bearing species being removed, including hawthorn, blackthorn and elder and these should be replaced proportionately with a mix of appropriate berry-bearing species. Wych elm is also being removed and not replaced, even though they can live for many years without being affected by elm disease and there are species that depend on this tree. Other replacement species could include an increased percentage of *Quercus robur* and inclusion of *Sorbus aucuparia*, *Prunus padus*, *Ulex europaeus*, *Cytisus scorpius*, *Prunus spinosa* (although not directly adjacent to species-rich grassland). We would ask also that *Lonicera nitida* be removed from the ornamental hedges. This species is invasive and has naturalised across the

UK, originating from landscape planting schemes, outcompeting native species and reducing biodiversity. There is also no reason why native *Tilia cordata* cannot be used, although at the limit of its natural range, it will be preferable to the 'Green Spire' cultivar.

Within the suggested grassland mixes there are species that are not native to our region including *Carex divulsa* subsp *divulsa*, *Hordeum secalinum* and *Oenanthe pimpinelloides*. *Dipsacus fullonum* is also a questionable species, probably an introduced species to our area, as it is only found on made sites (road verges, ballast, waste ground). Could these species be replaced in the mix by Emorsgate or alternative suppliers found?

NWT would request that hedgehog highways are provided through gardens or along boundaries (if needed), where routes through the development, avoiding roads, may be required.

There is an increasing pattern of providing mitigation areas out with the planning application and/or the planning authority's area, which concerns NWT. Previous examples of off-site mitigation created for habitat losses due to residential development within North Tyneside, are currently not suitable for the species. Sites are not being managed nor protected as they should be and the planning authority are not enforcing any legal requirement to do so under the existing planning conditions. Until these types of issues can be rectified, applications with off-site biodiversity mitigation should not be approved. Although, a section 106 agreed between the landowner and NT Biodiversity Officer would be acceptable, if planning authority can guarantee the site can be monitored and management altered accordingly.

Subject to permission being granted, the following condition will need to be set to ensure the proper creation and/or enhancement of **on site and off site mitigation areas**: once habitat enhancements have been completed and approved by NT Biodiversity Officer, there needs to be a LEMP, and appropriate monitoring by a suitably qualified ecologist at regular intervals to establish whether or not the habitat enhancement/compensation objectives have been met. If the objectives have not been met, further habitat enhancement/creation will be required within the earliest suitable time period that will not impact on species that are using the sites, in consultation with the NT Biodiversity Officer.

NWT welcome the use of permeable pavement. We still have some concerns with the water surface discharge into the Brierdene Burn and the effect on water quality and flow rates. NWT requests that conditions are set to ensure that all discharges are filtered through swale, attenuation/detention basins and a relevant treatment device, whether this is a 'Downstream Defender' or reedbed system. Monitoring and management of the water quality and flow rate should be required. We would also request that management of the SuDS bears in mind any biodiversity provision and that this is protected through planning conditions.

The Trust would request that reduction and recycling be promoted throughout the development with small general waste bins and larger, more frequent, recycling facilities and bins. That renewable energy sources are required, as part of the

planning conditions, with each residential property, including solar, ground and air-heat sources.

12.09.19

Northumberland Wildlife Trust is concerned about the scale of this application and loss of open space within North Tyneside. Green linkages will be affected by this development and it is acknowledged that habitat loss will affect farmland bird species such as lapwing. Lapwing is under considerable pressure in this area and further loss of breeding habitat will be detrimental to this and other species.

We note that compensatory management will be undertaken to the North of Backworth as it is not possible on the development site. It is not clear how management of this land that is already suitable for the affected species can be improved to such an extent as to fully compensate losses and there is always a concern as to whether long term security can be guaranteed.

Northumberland Wildlife Trust has limited capacity to respond on planning applications at present and this limits our ability to spend time on scrutinising detailed and complex documentation and thus to provide detailed responses. However we do need to not our concern here about fragmentation and further loss of open space within North Tyneside.

25.0 Northern Gas Networks

We are willing to rely on our statutory powers and so withdraw our objection.

26.0 Sport England (and response to consultation March 2021 advises no change to these comments but June 2021 email)

June 2021:

Sport England can confirm that its objection would be met if the applicant agrees to the financial contributions set out in your email dated 18th June 2021. Our objection would then be formally withdrawn upon the drawing up and confirmation of a S.106 agreement setting out:

When the financial contributions would be secured; and

The parameters for the financial contributions' use in respect of built sports facilities and sports pitches. As such we would appreciate consultation upon the draft S.106 agreement so that we might advise and revise further upon our position.

Former comments:

Sport England – Non Statutory Role and Policy

The Government, within their Planning Practice Guidance (Open Space, Sports and Recreation Facilities Section) advises Local Planning Authorities to consult Sport England on a wide range of applications.

<https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space#open-space-sports-and-recreation-facilities>.

This application falls within the scope of the above guidance as it relates to major residential development (300 or more dwellings).

Sport England assesses this type of application in light of the National Planning Policy Framework (NPPF) and against its own planning objectives, which are

Protect - To protect the right opportunities in the right places; Enhance - To enhance opportunities through better use of existing provision; Provide - To provide new opportunities to meet the needs of current and future generations. Further information on the objectives and Sport England's wider planning guidance can be found on its website:

<http://www.sportengland.org/planningforsport>

The occupiers of new development, especially residential, will generate demand for sporting provision. The existing provision within an area may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies. Therefore, Sport England considers that new developments should contribute towards meeting the demand that they generate through the provision of on-site facilities and/or providing additional capacity off-site. The level and nature of any provision should be informed by a robust evidence base such as an up to date Sports Facilities Strategy, Playing Pitch Strategy or other relevant needs assessment.

The Proposal and Assessment against Sport England's Objectives and the NPPF

The population of the proposed development is estimated to be 1,344 (based on an average household size of 2.4). This additional population will generate additional demand for sports facilities. If this demand is not adequately met then it may place additional pressure on existing sports facilities, thereby creating deficiencies in facility provision. In accordance with the NPPF, Sport England seeks to ensure that the development meets any new sports facility needs arising as a result of the development.

You may be aware that Sport England's Sports Facilities Calculator (SFC) can help to provide an indication of the likely demand that will be generated by a development for certain facility types. The SFC indicates that a population of 1,344 in this local authority area will generate a demand for sports facilities costing £446,937. Where the local network of sports facilities has the capacity to absorb to the new population then such investment is not required. Otherwise however, it will be necessary for the developer to provision to meet the sporting needs of new residents – either in the form of on-site provision or through a commuted sum for the local authority to invest in increasing the capacity of the local sports facility network.

The application does not detail any investment into sport and as such Sport England wishes to object to its failure to meet the sporting needs of new residents.

Sport England, in conjunction with Public Health England, has produced 'Active Design' (October 2015), a guide to planning new developments that create the right environment to help people get more active, more often in the interests of health and wellbeing. The guidance sets out ten key principles for ensuring new developments incorporate opportunities for people to take part in sport and physical activity. The Active Design principles are aimed at contributing towards the Government's desire for the planning system to promote healthy communities through good urban design. Sport England would commend the use of the guidance in the master planning process for new residential developments. The document can be downloaded via the following link:

<http://www.sportengland.org/activedesign>

Conclusion

In light of the above, Sport England wishes to object to this application. The absence of an objection to this application, in the context of the Town and Country Planning Act, cannot be taken as formal support or consent from Sport England or any National Governing Body of Sport to any related funding application, or as may be required by virtue of any pre-existing funding agreement.

27.0 The Coal Authority response to consultation October 2023:

We last commented on this application in a letter to the LPA dated 17 March 2023. In this letter, we raised no objection to the application based on the professional opinions expressed in a supporting Technical Note (3 March 2023, prepared by Wardell Armstrong), submitted to supplement a previous Coal Mining Assessment (November 2022, also prepared by Wardell Armstrong).

We understand that the LPA is now in receipt of amended plans, which include revisions to the access arrangements for the site and drainage infrastructure. The Coal Authority's Planning & Development Team has no specific comments to make on these revised plans. We do however consider that our previous comments and recommendation, set out in our letter of 17 March 2023, remain valid and relevant to the decision making process.

28.0 Response to consultation March 2023:

The Coal Authority Response: **Material Consideration**

We last commented on this application in a letter to the LPA dated 21 February 2023. In this letter, we noted that the LPA was in receipt of amended plans which included revisions to the access arrangements for the site and a new SuDS basin and associated drainage infrastructure.

We noted that a supporting Coal Mining Assessment (November 2022, prepared by Wardell Armstrong) relating specifically to the amendments to the scheme, considered that recorded and probable shallow coal mine workings and unrecorded mine entries present a low, but not negligible, risk to the proposed development.

We went on to request clarification from the authors of the Coal Mining Assessment as to what, if any, further works they consider in their professional opinion to be required in order to ensure the safety and stability of the proposed development, particularly in respect of shallow underground mine workings.

We are therefore pleased to note that the applicant has submitted a Technical Note (3 March 2023, prepared by Wardell Armstrong) in response to our comments. This note concludes *'it is our opinion that no further works are necessary with respect to the investigation of coal mining legacy hazards and the associated risk to the proposed development. Whilst further works may provide further information regarding the presence and nature of such hazards it is considered unlikely that the associated risk categorisation would increase. That is to say, it is considered that further works would not identify mining legacy hazards likely to cause ground instability that could have a significant impact on the proposed development.'*

Based on the information now submitted, and the professional opinions set out therein, the Coal Authority wishes to raise **no objection** to the planning application as amended.

SuDS

It should be noted that where SuDS are proposed as part of the development scheme consideration will need to be given to the implications of this in relation to the stability and public safety risks posed by coal mining legacy. The developer should seek their own advice from a technically competent person to ensure that a proper assessment has been made of the potential interaction between hydrology, the proposed drainage system and ground stability, including the implications this may have for any mine workings which may be present beneath the site.

29.0 Tyne and Wear Archaeology Officer

October 2023: no comments on the proposed amendments

Response to amended consultation February 2023

I have reviewed the Environmental Statement Addendum, and also drawings NT14329/001 Landscape Strategy and SD-10.10 Wagonway Measurements, and note the presence of a development buffer along the route of the Seaton Burn Waggonway, and the provision of access points onto the footpath. This will contribute to preserving the wagonway as a historic landscape feature and improving public access to it.

Initial comments:

The applicant has provided an Environmental Statement with chapters on Archaeology (5) and Cultural Heritage (6). It also includes an archaeological desk-based assessment (2015), geophysical and earthwork surveys (2017), archaeological evaluation (2018) and archaeological building recording at High Farm (2017).

These works were undertaken across a wider area than the current application area. The applicant has provided addendums to chapters 5 and 6 of the Environmental Statement dealing specifically with the current application area. This includes the below ground remains of ridge and furrow, which has been recorded, and the historic farmstead of High Farm, which has been the subject of archaeological building recording.

The addendum to chapter 5: Archaeology concluded that, 'The significance of the environmental effect on archaeological assets within the addendum site will therefore be negligible.' I agree with this conclusion, and no further work is required.

The addendum to chapter 6: Cultural Heritage concluded that, 'There will be no significant environmental effects in relation to the heritage assets assessed for the development of the addendum site.' I agree with this conclusion, and no further work is required. However, the Seaton Burn wagonway runs along the southwest boundary of the application site and survives as an earthwork which is well preserved in places. Care should be taken to ensure that the earthwork remains of the wagonway are not affected by the development.

30.0 Police Architectural Liaison Officer (response to consultation October 2023)

In 2019 the then Force ALO raised the issue of lowering some 1800mm inner boundaries where it would afford improved surveillance. This was re-iterated in 2021, but despite this 1800mm close boarded fencing continues to dominate the site and it shields rear entries on terraces and blocks surveillance of tandem parking. Whilst we understand that variety in boundary treatments may be seen as extra expense, the fact is that 1800mm close boarded fences aren't required everywhere and little consideration seems to have been made regarding using different fencing where it affords, or improves, surveillance.

We also note that there are plots where the fence lines are set too far back (e.g. Plot 546) where the positioning of a side fence creates an ambiguous space along the side elevation of the house. Similarly the same occurs on plots adjacent to open space throughout the site (examples include Plot 68, 109, 127, 273, 322 etc.).

In 2021 we sought clarification regarding the intentions around allotment space, and whilst the provision for allotments has change, no clarification has been communicated to us. I re-iterate the request of my colleague:

Can it be clarified as to what, if any, the boundary treatments will be for the allotments and is it the intention they be securable?

Response to amended consultation February 2023

In 2019 the then Force ALO raised the issue of lowering some 1800mm inner boundaries where it would afford improved surveillance. This was re-iterated in 2021, but despite this 1800mm close boarded fencing continues to dominate the site and it shields rear entries on terraces and blocks surveillance of tandem parking. Similarly in 2021 we sought clarification regarding the intentions around allotment space, and whilst the provision for allotments has change, no clarification has been communicated to us.

Can it be clarified as to what the boundary treatments will be for the allotments and how they will be secured overnight. Unfortunately due to the nature of tools and equipment that are can be stored in sheds on 1 per 10s, they can be often be a target for theft, so adequate security measures should be considered at the outset.

Previous Comments

I have taken some time to look through the documents attached to it and noted the volume of objections which have been registered.

I have also noted the comments from Highways England and their recommendation that permission is not given for 6 months for further research on the proposed highway layouts. I would support them in this recommendation based on the number of houses proposed and the large increase on traffic which is likely to be released onto the current and proposed road system. Northumbria Police have pointed out concerns over other large scale schemes in the Newcastle City area and the effect on already congested roads that these schemes will have and to me it would make sense to have the road system in place before construction begins to minimise any disruption.

On the proposals for the layout I have no objections to it progressing and have noted from the proposed site layout several positive features as regards crime prevention methods i.e. houses fronting onto the streets to provide surveillance, back to back gardens where possible and in curtilage parking for vehicles. I have, however, noted that in several areas terraced blocks are proposed which, on looking at the boundary treatment drawing, has resulted in some area where rear pathways have been used. The boundary treatment drawing indicates the use of 1.8m high fences to both sides of these paths which creates potential hiding places for offenders. If I had been contacted pre planning by the applicants I would have recommended that the inner fences in these areas should be reduced to about 1.5m to allow some surveillance of the pathways and to reduce the potential for offenders to hide.

At this stage in the process Northumbria Police do not object to the proposals and would be more than happy to consult with the applicants on Crime Prevention matters if they so wish.

Comments to re-consultation March 2021

I have reviewed the application and noted the comments submitted by Northumbria Police Force Architectural Liaison Officer in September 2019 I would like to take this opportunity to reiterate these comments with regards to rear boundary treatments for terraced properties.

There are two areas of allotments to the east of the development. These will have limited informal surveillance and the rear of the proposed locations back onto a public right of way. Can the boundary treatments be clarified and how they will be secured overnight.

31.0 National Highways

Referring to the re-consultation on a planning application dated 3 November 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 recommend that conditions should be attached to any planning permission that may be granted.

Further to my previous formal response, dated 24 November 2023, we have reviewed the Applicant's A19(T)/A1056 (Killingworth) Transyt16 model and Trigger Assessment and would update our recommendation as follows.

A summary of our position is described within this response. Detailed comments are provided in the attached Technical Memorandum referenced AA.23.16.26, dated 1 December 2023 and provided by JSJV on our behalf.

Trigger Assessment The Transyt16 highways model has been reviewed and is considered to be appropriate.

We support the consideration of traffic video survey data and collision data when deriving the trigger point thresholds and would state that the trigger point criteria for the A19 Killingworth scheme is appropriate (when the average queue in the A1056 right turn lane to the A19(T) South exceeds 4pcu, or the number of times the queue is predicted to exceed the storage length is greater than the validated model).

We support the retention of the agreed traffic distribution from the supporting Transport Assessment, with the adjustments that have been made for the interim access arrangements at Phase 1 North and South.

For the purposes of identifying when this mitigation scheme is needed (and not for any other purposes, such as junction capacity assessment or merge and diverge assessments), we support the principle of assessing a phased delivery of committed development.

We would, however, state that the proposed threshold of 199 dwellings for the A19 Killingworth mitigation scheme is inappropriate.

The delivery of the Phase 1 South planning application (20/01435/FULES) is outside of our control because the impact generated by that site (at the SRN) has been agreed as not being severe. Consequently, a planning condition for the A19 Killingworth mitigation could not be attached to that planning application because it would not meet the requirements of NPPF (2023).

A planning condition for the A19 Killingworth mitigation scheme could be attached to this planning application (19/01095/FULES) because it has been demonstrated that this application has a severe impact at the Junction and the condition would, therefore, be: necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable.

The threshold for this planning application must be based on the development quantum that has been assessed in the Trigger Assessment. The Trigger Assessment has demonstrated that 151 dwellings at Phase 1 South (20/01435/FULES) and 120 dwellings at Phase 1 North (19/01095/FULES) can be safely accommodated on the existing A19 Killingworth junction layout, ahead of the mitigation scheme.

A threshold of 199 dwellings for the Phase 1 North planning application (19/01095/FULES) is, therefore, inappropriate because it has only been demonstrated that 120 dwellings at Phase 1 North can be safely accommodated on the existing road network. Additionally, we would be concerned that if the proposed 199th dwelling threshold is adopted, there is a risk that if the split of dwellings, that are delivered ahead of the A19 Killingworth mitigation, is greater for the Phase 1 North development (19/01095/FULES) than has been assessed, the impact at the SRN may be greater than the impact that has been assessed and that has been agreed to be safe.

As a consequence of the above, we would request that the following planning condition be attached to any grant of planning permission for this application: 1. Prior to the occupation of the 121st dwelling, the off-site highway improvement works at the A19/A1056 Killingworth junction (as shown in general accordance with drawing number NT14951-001 Rev S) shall be implemented to the satisfaction of the Local Highway Authority (in consultation with the Highway Authority for the A19) and shall be open to traffic.

Other Matters

National Highways would also request that the following planning conditions are attached to any grant of planning permission for this application:

- 2) The Public Transport Strategy shall be implemented in accordance with the Site Wide Public Transport Strategy Addendum (September 2023) and retained thereafter.
- 3) 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 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 and be retained thereafter.
- 4) Prior to the occupation of the 121st dwelling hereby permitted, a detailed design for the improvement scheme identified for A19(T)/A1056 Junction, as shown in general accordance with drawing number NT14951-001 Rev S, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19).
- 5) Prior to the occupation of the 121st dwelling hereby permitted, a Stage 2 Road Safety Audit (in accordance with DMRB GG119) for the improvement scheme identified for A19(T)/A1056 Junction, as shown in general accordance with drawing number NT14951-001 Rev S, shall be submitted to and approved in writing, unless agreed otherwise, by the Local Planning Authority (in consultation with the Highway Authority for the A19).
- 6) Prior to the occupation of the 121st dwelling hereby permitted, a Stage 3 Road Safety Audit (in accordance with DMRB GG119) for the improvement scheme identified for A19(T)/A1056 Junction, as shown in general accordance with drawing number NT14951-001 Rev S, shall be submitted to and approved in writing, unless agreed otherwise, by the Local Planning Authority (in consultation with the Highway Authority for the A19).
- 7) Within 18 months from the date at which the scheme identified for A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S) has opened for traffic, a Stage 4 Road Safety Audit in accordance with DMRB GG119 shall be submitted to and approved in writing, unless agreed otherwise, by the Local Planning Authority (in consultation with the Highway Authority for the A19).
- 8) Prior to the occupation of the 121st dwelling hereby permitted, a detailed Construction Design Plan and working Method Statement relating to site earthworks for the improvement scheme identified for A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S) shall be submitted to and approved by the Local Planning Authority (in consultation with the Highway Authority for the A19). Construction of the scheme shall then be carried out in accordance with the agreed Construction Design Plan and working Method Statement.
- 9) Prior to the commencement of any excavation works or landscaping works associated with the improvement scheme identified for A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S), geotechnical submissions shall be submitted to and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19).

10) Prior to the occupation of the 121st dwelling hereby permitted, the design, materials and construction methods to be adopted for the improvement scheme identified for A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S) shall be subject to the full requirements of the Design Manual for Roads and Bridges standard CG300 'Technical Approval of Highway Structures'; must have been given Technical Approval by a competent, independent Technical Approval Authority appointed by the Applicant; and the Technical Approval must have been agreed with the Local Planning Authority (in consultation with the Highway Authority for the A19).

11) Prior to the occupation of the 121st dwelling hereby permitted, a drainage survey in line with DMRB CS 551 Drainage Surveys shall be undertaken and a detailed surface water drainage design shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19) and subsequently implemented as approved. The design shall give due regard to the requirements of DfT Circular 01/2022 and shall include a maintenance Method Statement and schedule. Surface water drainage shall be implemented prior to first occupation in accordance with the agreed design and shall be maintained as such thereafter.

12) Prior to the occupation of the 121st dwelling hereby permitted, Surface water drainage for the improvement scheme identified for A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S) shall be implemented in accordance with the agreed design and shall be maintained as such thereafter.

13) Prior to the occupation of the 121st dwelling hereby permitted, a Landscape Management Plan, Planting Schedule and details of implementation and future maintenance shall be submitted to and approved in writing to the Local Planning Authority (in consultation with the Highway Authority for the A19). Planting shall be undertaken in accordance with the agreed plan and maintained as such thereafter.

14) Prior to the commencement of the residential development hereby permitted, a Construction Traffic Management Plan for the residential development shall be submitted and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19). Construction of the development shall then be carried out in accordance with the agreed Construction Traffic Management Plan.

15) Prior to the occupation of the 121st dwelling hereby permitted, a Construction Traffic Management Plan for the A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S) shall be submitted and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19). Construction of the development shall then be carried out in accordance with the agreed Construction Traffic Management Plan.

16) Prior to the commencement of the development hereby permitted, a boundary treatment plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19). All works shall be undertaken in accordance with the agreed plan and maintained in perpetuity as such thereafter.

17) Prior to the commencement of the development hereby permitted, a Construction Environmental Management Plan focussing the residential development elements shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19). The

plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting.

18) Prior to the occupation of the 121st dwelling hereby permitted, a Construction Environmental Management Plan for the A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S) shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19). The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting.

Reason To mitigate any severe or unacceptable impact from the development and to protect the integrity of the A19 in accordance with National Planning Policy Framework (September 2023) and DfT Circular 01/2022.

Killingworth Moor Phase 2

Despite the Applicant previously agreeing with the Council and National Highways, that this planning application would not submit evidence referring the Phase 2 developments or their associated mitigation (due to the risk that this work would be abortive work given the status of the planning applications), the Applicant's transport consultant has submitted evidence relating to Killingworth Moor Phase 2.

Any evidence that has been submitted for the Phase 2 developments cannot be considered to be appropriate, at this stage, because the mitigation and residual development traffic flows for Phase 2 are yet to be agreed with National Highways. Furthermore, we would reiterate the Applicant(s) for the phase 2 developments need to clarify the status and deliverability of the A19 Underpass scheme.

We would also reiterate that a Stage One Road Safety Audit (in line with DMRB GG119) and a Safety Risk Assessment (in line with DMRB GG104) will be required for the A19 Underpass scheme. We would strongly recommend that the Applicant(s) commence these matters at the earliest opportunity.

On the basis of the above, National Highways are content that planning application 19/01095/FULES be permitted to be determined subject to the conditions recommended within the attached NHPR 22-12 dated 1 December 2023 being imposed on any consent granted.

Further email regarding conditions:

The information relating to landscaping has been submitted in advance of the detailed design for the scheme identified at the A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S) being completed. Given the potential for the scheme to change during the detailed design stage (including Stage 2 and 3 Road Safety Audits), the submitted information does not change on our position on the planning conditions that are recommended below.

Further to your emails of 4 December 2023, regarding the wording of our recommended planning conditions contained within our formal response of 1 December 2023, we have reviewed our position and provide the following amendment. National Highways would request that the following planning conditions be attached to any grant of planning consent for this application:

1) Prior to the occupation of the 121st dwelling hereby permitted, a detailed design for the improvement scheme identified for A19(T)/A1056 Junction, as shown in general accordance with drawing number NT14951-001 Rev S, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19). This detailed design should incorporate the recommendations of both the Stage 2 and 3 Road Safety Audit (in accordance with DMRB GG119).

2) Prior to the occupation of the 121st dwelling hereby permitted, the off-site highway improvement works at the A19/A1056 Killingworth junction (as shown in general accordance with drawing number NT14951-001 Rev S) shall be implemented to the satisfaction of the Local Highway Authority (in consultation with the Highway Authority for the A19) and shall be open to traffic.

3) Within 18 months from the date at which the scheme identified for A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S) has opened for traffic, a Stage 4 Road Safety Audit in accordance with DMRB GG119 shall be submitted to and approved in writing, unless agreed otherwise, by the Local Planning Authority (in consultation with the Highway Authority for the A19).

4) The Public Transport Strategy for the site shall be implemented in accordance with the Site Wide Public Transport Strategy Addendum (September 2023) and retained thereafter.

5) Notwithstanding the details submitted in the Travel Plan, no part of the development shall be occupied until a Detailed Travel Plan for each phase 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 and be retained thereafter.

6) Prior to the commencement of the development hereby permitted, a Construction Traffic Management Plan for the residential development shall be submitted and agreed in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19). Construction of the development shall then be carried out in accordance with the agreed Construction Traffic Management Plan.

7) Prior to the commencement of the development hereby permitted, a Construction Environmental Management Plan focussing the residential development elements shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19). The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting.

8) Prior to the commencement of the development hereby permitted, a Boundary Treatment Plan focussing the residential development elements shall be

submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A19).

9) Prior to the occupation of the 121st dwelling, the following documents should be submitted, and approved by the local planning authority (in consultation with the Highways Authority for the A19):

- A detailed Construction Design Plan and working Method Statement relating to site earthworks for the improvement scheme identified for A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S).
- Geotechnical submissions for works associated with the improvement scheme identified for A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S).
- A report demonstrating that the design, materials and construction methods to be adopted for the improvement scheme identified for A19(T)/A1056 Junction (as shown in general accordance with drawing number NT14951-001 Rev S) have been subject to the full requirements of the Design Manual for Roads and Bridges standard CG300 'Technical Approval of Highway Structures'.
- A Drainage Survey in line with DMRB CS 551 Drainage Surveys and a Detailed Surface Water Drainage Design in line with DfT Circular 01/2022. The Detailed Surface Water Drainage Design must include a maintenance Method Statement and schedule.
- A Landscape Management Plan and Planting Schedule (including details of implementation and future maintenance) for the A19(T)/A1056 Junction improvement scheme (as shown in general accordance with drawing number NT14951-001 Rev S).
- A Boundary Treatment Plan for the A19(T)/A1056 Junction improvement scheme (as shown in general accordance with drawing number NT14951- 001 Rev S).
- A Construction Traffic Management Plan for the A19(T)/A1056 Junction improvement scheme (as shown in general accordance with drawing number NT14951-001 Rev S).
- A Construction Environmental Management Plan for the A19(T)/A1056 Junction improvement scheme (as shown in general accordance with drawing number NT14951-001 Rev S). All works shall be undertaken in accordance with the agreed documents and maintained as such thereafter.

National Highways are content that planning application 19/01095/FULES be permitted to be determined subject to the conditions recommended within the attached, dated 14 December 2023, being imposed on any consent granted.

32.0 Newcastle Airport

18.12.23

I have had an opportunity to consider the proposed species mix against the list of species which the Civil Aviation Authority list as bird attracting species. The proposed species mix makes up of less than 10% berry bearing species, and as a result the Airport raises no objection to the proposed landscaping mix. The Airport are also satisfied with the alterations made to the bird hazard management plan referring to the most recent changes to the SUDS design.

Comments 08.11.23:

The Airport maintains our previous comments in relation to bird hazard etc. Now that a landscaping plan has been submitted, the Airport can provide comments on the proposed species mix. We have had an opportunity to consider the proposed species mix against the list of species which the Civil Aviation Authority list as bird attracting species. The proposed species mix makes up of less than 10% berry bearing species, and as a result the Airport raises no objection to the proposed landscaping mix. If any changes are made to the proposed landscaping mix could the Airport please be consulted.

Previous comments:

Noise: the site is not within the Airport's most recent noise contours, which model the potential noise impact for aircraft operating from the Airport up to 2035. Therefore it is not expected that noise levels will be above a level which will result in significant community annoyance.

However, aircraft flying overhead will be audible. Therefore, NIAL requests that the below informative is conditioned as part of any planning decisions associated with this potential development site. This is in order to make clear of the existing aircraft operations which would impact the site:

The development hereby approved lies within close proximity to the designated and well-established flightpath from Newcastle International Airport. The airport operates unrestricted, flying 365 days per year, 24 hours per day. The site is also a co-opted military airfield and therefore unrestrictedly accepts military aircraft. Properties contained with the development will be exposed to aircraft noise.

Physical development

NIAL would request to be consulted on the height of the proposed developments to determine impacts on navigational systems and/or whether the buildings would be a collision hazard.

The use of cranes during construction could present a collision hazard and/or impact on the Airport protected obstacle limitation surfaces.

The use of any crane above 50m in height at all six locations would penetrate the surface and would require an operator's licence and the issuing of a notice to airmen for the duration of the construction period. It would also need to be fit with medium intensity lighting. If a crane or other construction equipment is required above 50m in height, it is requested that the jib is only in the raised position during use, the Airport's air traffic control service is informed before use, should be fit with low intensity lighting, and work should cease during poor visibility and cloud ceilings.

NIAL request that the parameters and procedures of crane use (if over 50 metres) for the scheme be set out in a crane method statement, which should be conditioned as part of a grant of planning consent.

This should at least set out the following –

- 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;
- intended dates and times of operation;
- Applicant's name and contact details.
- Proposed obstacle lighting to be installed.

NIAL request that we are consulted on the above.

Please note that the Civil Aviation Authority (the UK's aviation regulator) guidance on crane operations is due to change very soon. The published guidance would outline an updated process for notifying/approving crane operations, which would supersede our process set out above and could require the applicant to submit information to the CAA in the first instance. To also note that the CAA is likely to recommend initial contact at least eight weeks before the erection of the crane.

Renewable energy sources and materials

NIAL would require information relating to any photovoltaic cells or micro wind turbines proposed for the development. Details of materials would also be required to ensure that there would no undue reflection which could glare pilots.

Lighting

NIAL expects that all lighting be fully cut off so as to eliminate any vertical light spill into the atmosphere, which could act as a distraction for pilots on approach or departing the Airport.

Flood water infrastructure

NIAL request that we are consulted on drainage design and any open water features associated with this development.

There is a general presumption against the creation of open water bodies within 13 km of an airfield, due to the increased likelihood of bird strike as a result of habitat formation within close proximity to the flight path, when aircraft are typically flying at lower level having departed or preparing for arrival at the airport.

If any SUD basins will be permanently wet, NIAL expects that the basin be fully

planted to cover the surface of the pond with netting used as an interim measure whilst the reed planting is established. If the basin will only be wet during time of flood it is expected that it will drain rapidly (not more than 2 days).

It is also expected that water pooling is avoided during construction.

Bird Strike Risk Assessment (BSRA): Initial objection on bird strike risk grounds has now been overcome by submission of further work on bird hazard. No objection subject to the Council imposing a condition requiring adherence to the Bird Hazard Management Plan.

Landscaping

Certain types of landscaping can be bird attracting, providing a habitat/feeding source for birds with the potential to result in an increase in bird strike incidences. The grouping of trees in certain arrangements can also provide roosting habitat for species such as starlings, which can be especially hazardous to aircraft owing to the density of flocks.

NIAL considers that the below species should not make up greater than 10% of the planting schedule for the site. They should also be dispersed throughout the development to discourage roosting. NIAL would request that we are consulted on a planting schedule for any landscaping proposed and that this is conditioned as part of any future planning decisions. This would include planting and landscaping details of the bird compensation area.

Crataegus monogyna Hawthorn
Ilex aquifolium Holly
Rosa canina Dog Rose
Berberis spp Barberry
Cotoneaster
Viburnum
Aucuba Buddleia
Callicarpa Beauty Berry
Chaenomeles Japonica
Clerodendrum
Danae Butcher's Broom
Daphne Euonymus Spindle
Hypericum St John's Wort
Lonicera Honeysuckle
Mahonia
Malus Crab Apple
Sorbus aucuparia Rowan
Pernettya Prickly Heath
Prunus avium Wild Cherry
Pyracantha Firethorn
Rhus Sumac
Ribes Ornamental Currant
Sambucus nigra Elder
Skimmia
Stranvaesia

33.0 Nexus

04.10.23

1. General Comments Nexus has been in consultation with North Tyneside Council regarding the details of the Public Transport Strategy for the site. Nexus therefore now has no immediate concerns about public transport provision at the development site.
2. Public Transport Strategy Nexus supports the draft site wide transport plan following consultation with North Tyneside Council. The revised phasing plan in Killingworth Moor North mitigates any earlier concerns Nexus has had.
3. Active Travel Provision Nexus supports any additional provision of active travel infrastructure or connections at the development site. Nexus welcomes the promotion of local cycling services and offers and would be in support of the Travel Plan Co-ordinator making endeavours to agree discounts at local cycle shops and publicise cycle training courses and cycle check services. Residents may also benefit from additional information on cycle parking facilities at Palmersville and Northumberland Park Metro Stations. The distance between the development site and these stations may encourage cycling, and therefore information in the Welcome Pack may support additional active travel journeys. At Palmersville, there are 5 Streetpods, which can accommodate 10 bicycles, and at Northumberland Park, 5 lockers and 5 Streetpods ensures space for 10 bicycles.
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

34.0 Northumberland County Council – response to re-consultation October 2023

Development management have no objection.

Previous response also indicated the following:

The main ecological response only concerns the areas in which there is some potential overlap of impacts with Northumberland. Impact to Coastal Sites through increased recreational activity: without mitigation this is likely to impact the coastal European sites which occur both within North Tyneside and Northumberland. We are therefore grateful that this has been taken into consideration and will be mitigated through payments which will be directed to a Coastal Mitigation Service in North Tyneside.

35.0 Sustrans

I am the cycle Network Development Manager at Sustrans. Can you please update me about the presumably positive (impact) to the National Cycle Network route that passes through the site? Latest Design Guidance attached.

36.0 Environment Agency response to consultation October 2023

We have reviewed the amended information submitted for this application and note that it does not change our position from our latest response dated 09 February 2023. Whilst we have no objections to this application, we would like to draw the applicant's attention to the following informative comments which were provided in our previous response dated 09 February 2023.

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 on available water resources and existing protected rights. Increased water efficiency for all new developments potentially enables more growth with the same water resources. Developers can highlight positive corporate social responsibility messages and the use of technology to help sell their homes. For the homeowner lower water usage also reduces water and energy bills. We endorse the use of water efficiency measures especially in new developments. Use of technology that ensures efficient use of natural resources could support the environmental benefits of future proposals and could help attract investment to the area. Therefore, water efficient technology, fixtures and fittings should be considered as part of new developments.

Residential developments – Advice to applicant All new residential developments are required to achieve a water consumption limit of a maximum of 125 litres per person per day as set out within the Building Regulations &c. (Amendment) Regulations 2015. However, we recommend that in areas of serious water stress (as identified in our report Water stressed areas - final classification) a higher standard of a maximum of 110 litres per person per day is applied. This standard or higher may already be a requirement of the local planning authority.

Temporary discharges – Advice to applicant The application states that there will be temporary discharges during the construction phase of the project. For temporary dewatering from excavations to surface water, this activity may be covered by a Regulatory Position Statement (RPS) for water discharge activities. If the applicant can comply with all of the conditions within the RPS, then a permit is not required for this activity. Please find the RPS conditions here:

<https://www.gov.uk/government/publications/temporary-dewatering-from-excavations-to-surface-water/temporary-dewatering-from-excavations-to-surface-water>. If the 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: <https://www.gov.uk/guidance/discharges-to-surface-water-and-groundwater-environmental-permits#standard-rules-permits-for-package-treatment-plants>

Sustainable Drainage Systems We suggest the applicant reviews the Interim Code of Practice for Sustainable Drainage Systems written by the National SUDS Working Group before designing the SuDS system. This can be found online. The location and design of the SuDS should be carefully considered and justified to ensure they do not interact with the colliery spoil or create any pathways between contaminated land and surface waterbodies.

37.0 Northern Powergrid (in response to amended consultation October 2023)
Letter received with plans showing location of Northern Powergrid apparatus.

