

Item No: 1
Application No: 21/02460/REM Author: Maxine Ingram
Date valid: 5 January 2022 ☎: 0191 643 6322
Target decision date: 6 April 2022 Ward: Northumberland

Application type: approval of reserved matters

Location: Land North Of, 42 Wensleydale, Wallsend, Tyne And Wear,

Proposal: Development of 115no 3 and 4 bedroom properties with associated infrastructure

Applicant: Persimmons Home North East, Miss Beth Feeney Persimmon House
Rosdene Way Newcastle Upon Tyne NE13 9EA

Agent: Miss Beth Feeney, Persimmon Homes North East Newcastle Upon Tyne
NE13 9BA

RECOMMENDATION: Application Permitted

INFORMATION

1.0 Summary Of Key Issues & Conclusions

1.1 The main issues for Members to consider in this case are:

-Whether the revised matters relating to the layout, scale, appearance and landscaping for part of Phase 2 of the hybrid planning permission 16/01885/FUL are acceptable.

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 consider any other material considerations in reaching their decision.

2.0 Description of the Site

2.1 The application site forms part of a wider residential development that was granted planning permission on 15.01.2018. Planning permission 16/01885/FUL granted full planning permission for the construction of 175 dwellings (Phase 1) and outline planning permission for the construction of 418 residential dwellings (Phases 2 and 3). The site, subject of this application, relates to part of Phase 2.

2.2 The wider development site sits immediately to the west of the A186 and to the south of the A191. The parcel of land which relates to these reserved matters is former agricultural land. The site gently slopes from the north to south.

2.3 Immediately to the east of the application site is the committed development of Phase 1. Construction works have commenced within Phase 1. To the west of the site is former agricultural land (remaining part of Phase 2), beyond which lies the East Coast Mainline and an existing car dealership/scrap yard. Members are advised that a reserved matters application has recently been granted for 66 residential dwellings on this land (Ref: 19/01085/REM). Immediately to the north of the site is an area of land that will be utilised to provide a landscape buffer between the residential development and the A191.

2.5 East Benton Farm is a Grade II Listed Building is located to the southwest of the site; this does not sit within the boundary of the application site.

2.6 The wider residential site forms part of a designated housing site (Site 17 and Site 111) within the Council's Local Plan (2017).

3.0 Description of the Proposed Development

3.1 In 2018, a hybrid application for the construction of 175 residential dwellings and outline planning permission for the construction of 418 residential dwellings was granted planning permission.

3.2 This application seeks approval of all of the matters reserved under condition 3 of the hybrid consent for part of Phase 2 for the construction of 115 residential dwellings.

3.3 In total 10 house types accommodating three and four bedrooms are proposed. A range of detached, semi-detached and terraced properties are proposed. The proposed dwellings will range from two to three storeys.

4.0 Relevant Planning History

16/01885/FUL - Hybrid application; Outline application for approximately 418 residential dwellings (C3 use) with associated highways, infrastructure and landscaping, all matters reserved with the exception of access. Full planning permission for 175 dwellings (C3 use) with associated infrastructure, landscaping, Sustainable Urban Drainage system and access (Amended description) – Permitted 15.01.2018

19/01085/REM - Reserved matters application for the submission of details of appearance, landscaping, layout and scale in respect of erection of 66 dwellings, garages, car parking together with associated boundary treatment and infrastructure pursuant to hybrid application 16/01885/FUL (amended plans 28.11.2019) – Permitted 07.06.2022

5.0 Development Plan

5.1 North Tyneside Local Plan (2017)

6.0 Government Policy

6.1 National Planning Policy Framework (July 2021)

6.2 National Planning Practice Guidance (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. It requires LPAs to apply a presumption in favour of sustainable development in determining development proposals. Due weight should still be attached to Development Plan policies according to the degree to which any policy is consistent with the NPPF.

PLANNING OFFICERS REPORT

7.0 Detailed Planning Considerations

7.1 The main issues for Members to consider in this case are:

-Whether the revised matters relating to the layout, scale, appearance and landscaping for part of Phase 2 of the hybrid planning permission 16/01885/FUL are acceptable.

7.2 Consultations responses and representations received as a result of the publicity given to this application are set out in the appendix to this report.

8.0 Preliminary Matters

8.1 Paragraph 7 of NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development.

8.2 Paragraph 11 of NPPF introduces a presumption in favour of sustainable development, which amongst other matters states that decision takers should approve development proposals that accord with an up-to-date development plan without delay.

8.3 Paragraph 60 of NPPF states that to support the Government's objective of significantly boosting 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.

8.4 Paragraph 74 of National Planning Policy Framework (NPPF) requires local planning authorities 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.

8.5 The most up to date assessment of housing land supply informed by the five-year housing land summary included within the Housing Land Availability Assessment, September 2021. It identifies the total potential 5-year housing land supply in the borough at 4,012 additional dwellings, a total which includes delivery from sites yet to gain planning permission. This represents a shortfall against the Local Plan requirement or approximately a 4-year supply of housing land. It is important to note that this assessment of five-year land supply includes over 2,000 homes at proposed housing allocations within the Local Plan (2017).

8.6 LP Policy S1.4 'General Development Principles' states that proposals for development will be considered favourably where it can be demonstrated that they

would accord with the strategic, development or areas specific policies of the Local Plan.

8.7 LP Policy S4.1 'Strategic Housing' states that the full objectively assessed housing needs of North Tyneside will be met through the provision of sufficient specific deliverable housing sites, including the positive identification of brownfield land and sustainable greenfield sites that do not fall within the Borough's Green Belt, whilst also making best use of the existing housing stock.

8.8 LP Policy DM1.3 'Presumption in Favour of Sustainable Development: "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 through the Development Management process and application of the policies of the Local Plan.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole; or
- b. Specific policies in the NPPF indicate that development should be restricted."

8.9 The site is designated as a housing site within the Local Plan (2017). The principle of constructing up to 593 residential dwellings has already been established by the granting of planning permission in 2018 (Ref: 16/01885/FUL).

8.10 Members are advised that the principle of residential development has already been firmly established on this site.

9.0 Layout, including access

9.1 Paragraph 126 of the NPPF recognises that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. These aims are further supported by paragraph 130 of the NPPF.

9.2 Paragraph 92 of the NPPF, amongst other matters, seeks to promote health and safe communities.

9.3 Paragraph 134 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 promote 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.

9.4 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 positive relationship to neighbouring buildings and spaces and a good standard of amenity for existing and future residents.

9.5 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.

9.6 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.

9.7 The application site relates to part of Phase 2 as approved under the hybrid approval in 2018. This phase will be accessed from Phase 1 which is currently under construction.

9.8 The Design Officer has been consulted. It is clear from their comments that the proposed layout continues the development principles set out in phase one of the development and has consistent house types, defined street patterns, landscaping and boundary treatments. The movement network includes pedestrian and cycle links to connect the site to the wider area. The site also includes an area of public open space.

9.9 The layout is largely outward facing with the properties fronting onto roads, the public open space and the footpath connection located to the west of Plot 187. Properties will also overlook the perimeter landscape to the south of the site enhancing natural surveillance. The rear gardens serving Plots 176 to 187 will back onto the open spaced located to the north of the site. Members are advised that conditions relating to the planting of this area of landscaping were imposed as a phased condition as part of the hybrid application, the applicant will be required to comply with the requirements of these conditions.

9.10 It is noted that in some locations, where the density of housing is higher, there are large areas of parking which is likely to dominate and detract from the street scene. It is clear from the design comments that in these locations, landscaping has been considered in order to mitigate some of this impact. Surface materials are also well considered and will contribute towards an attractive street scene.

9.11 Members are advised that Northumbria Police do not object to this application, but they have made observations regarding the proposed layout. The comments provided by Northumbria Police are noted. They do not consider the layout of Plots 217-225 to be satisfactory. The layout has been considered by the Design Officer and they support it. These plots overlook the area of public open space located to the north which improves natural surveillance to this part of the site. It is noted that parking bays associated with these properties are located to the south of their rear

gardens. It is noted that the proposed boundary treatment will restrict natural surveillance from the ground floor windows towards this area but views towards this area will be afforded from the first-floor windows as well as from Plots 197-199 located to the west of these parking bays and from Plot 238 located to the east of these parking bays. Vehicular access will be restricted by the provision of low-level railings extending from between Plots 221-222 towards Plot 226. Their comments regarding the use of a masonry wall with timber fencing is noted. However, this boundary treatment is proposed to the more prominent locations of this part of the site and this design approach complies with the advice set out in the Design Quality SPD. On balance, it is the view of officers, that the layout of this part of the site overlooking the public open space and creating an outward facing development is acceptable.

9.12 Northumbria Police have commented on the footpath located adjacent to Plot 187. This connection is required to provide pedestrian and cycle connections to the area of open space that is to be provided in the most northern part of the wider development site. Plots 188 and 189 are located to the west of this connection and they will directly overlook it. Views of this connection will also be afforded from Plots 217-219 located further south of the site. This connection measures approximately 3m wide which will accord with the minimum requirement referred to in their comments.

9.13 The layout accommodates 115no. residential dwellings. The proposed property types (terraced, semi-detached and terraced) will add to the range of house types currently being constructed in Phase 1 which accommodates smaller units (two and three bedrooms) and the recently approved reserved matters application for part of phase two which will provide larger detached properties (four and five bedrooms).

9.14 The layout demonstrates that appropriate privacy distances will be achieved. Each dwelling will have its own private outdoor amenity space, parking provision, cycle storage and refuse storage.

9.15 Paragraph 185 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.

9.16 Paragraph 187 advises that planning decisions should ensure that new development can be integrated effectively with existing businesses and community facilities. It goes on to state that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.

9.17 LP Policy DM5.19 'Pollution' states that development proposals that may cause pollution either individually or cumulatively of water, air or soil through noise, smell,

smoke, fumes, gases, steam, dust, vibration, light, and other pollutants will be required to incorporate measures to prevent or reduce their pollution so as not to cause nuisance or unacceptable impacts on the environment, to people and to biodiversity. Development that may be sensitive (such as housing, schools and hospitals) to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting development will not be sited near to sensitive areas unless satisfactory mitigation measures can be demonstrated.

9.18 This part of the site is located to the south of Whitley Road (A191) beyond which lies Proctor and Gamble. Members are advised that a landscape buffer along the northern boundary of the site has been agreed and the details of the landscaping are secured by a condition imposed on the hybrid planning application. This landscape buffer will be sited between the proposed housing and the A191.

9.19 This, reserved matters application will deliver housing within part of Phase 2 which follows the parameters set at outline stage.

9.20 The Manager of Environmental Health has been consulted. She has not raised any objections to this application in terms of impacts on amenity or any impacts on neighbouring businesses.

9.21 Conditions relating to noise were imposed as a phased condition and the hours of construction was imposed as a standard condition as part of the hybrid application; the applicant will be required to comply with the requirements of these conditions relating to the phases subject of this application. It is therefore not necessary to duplicate the conditions.

9.22 The NPPF paragraph 111 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.

9.23 The NPPF paragraph 112 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 address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

9.24 The NPPF paragraph 113 sets out guidance on sustainability and connectivity.

9.25 LP Policy S7.3 'Transport' 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.

9.26 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.

9.27 LDD12 Transport and Highways SPD set out the parking standards for new development.

9.28 A Transport Assessment (TA) was submitted with the hybrid planning application. Previous applications assessed the local highway network which was tested in the council's Micro-simulation Transport Model. A suite of off-site highway improvements relating to East Benton Rise and the hybrid planning application were secured. These highway improvements are set out in the Highway Networks Manager comments in the appendix to this report. The highway impacts of constructing up to 593 residential dwellings on this designated housing site have been fully assessed and considered as part of the hybrid planning application.

9.29 Members are advised that this application is a designated housing site in the Local Plan (2017).

9.30 The Highways Network Manager has been consulted. He has advised that the proposed layout provides sufficient parking and access in accordance with current standards. The proposed layout also demonstrates that cycle parking by way of a shed will be provided in the rear garden of each property. Bin collection points have also been identified on the proposed site layout. The site has access to public transport, local services and the existing public right of way networks. On this basis, he has recommended approval. Conditions relating to a construction method statement, the internal highway layout, refuse and cycle parking were imposed as phased conditions as part of the hybrid application; the applicant will be required to comply with the requirements of these conditions relating to the phases subject of this application.

9.31 The hybrid application was accompanied by a Travel Plan. Therefore, the Sustainable Transport Officer has no further comments to make.

9.32 Paragraph 167 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...."

9.33 LP Policy DM5.14 'Surface Water Runoff' of the Local Plan 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.

9.34 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).

9.35 A Flood Risk Assessment (FRA) was submitted as part of the hybrid application (16/01885/FUL). The impacts of flood risk were fully assessed and considered as

part of the hybrid application. The reserved matters application complements the original drainage strategy.

9.36 The Council's Lead Local Flood Authority has been consulted. They have raised no objections to the reserved matters application.

9.37 Conditions relating to flood risk and surface water drainage were imposed as phased conditions as part of the hybrid application; the applicant will be required to comply with the requirements of these conditions relating to the phases subject of this application.

9.38 Northumbrian Water has been consulted. They have raised no objections to this phase of the development as the drainage strategy and points of connection were agreed in full as part of the hybrid application.

9.39 Members need to consider whether the layout of the proposed development is acceptable and whether it would accord with the advice in NPPF, policies DM7.4, DM5.19, DM5.15 and DM6.1 of the North Tyneside Local Plan and the 'Design Quality' SPD and weight this in their decision. Subject to conditions, it is officer advice that the proposed layout is acceptable and accords with national and local planning policies.

10.0 Scale

10.1 The NPPF states that local planning policies and decisions should ensure that developments that are sympathetic to local character, including the built environment, while not preventing or discouraging appropriate innovation or change (such as increased densities).

10.2 LP Policy DM6.1 'Design of Development' states that designs should be specific to the place, based on a clear analysis the characteristics of the site, its wider context and the surrounding area. Amongst other criteria proposals are expected to demonstrate (a) a design responsive to landscape features, topography, site orientation and existing buildings, and (b) a positive relationship to neighbouring buildings and spaces.

10.3 The Design Quality SPD states that the scale, mass and form of new buildings are some of the most important factors in producing good design and ensuring development integrates into its setting.

10.4 The detailed design of the application is consistent with the design principles set out in the hybrid application. The proposed dwellings vary in height from two storeys to three storeys. The proposed scale and mass are in keeping with design approaches for Phase 1 and the existing housing located to the southeast of the site.

10.5 Conditions relating to levels was imposed as a phased condition as part of the hybrid application; the applicant will be required to comply with the requirements of this condition relating to the phases subject of this application.

10.6 Members need to determine whether the proposed scale is acceptable and whether it would accord with the NPPF, policy DM6.1 and the 'Design Quality' SPD and weight this in their decision. It is officer advice that the proposed scale of the development is acceptable and accords with national and local planning policies.

11.0 Appearance

11.1 The Design Quality SPD states that the appearance and materials chosen for a scheme should create a place with a locally inspired or otherwise distinctive character. In all cases new developments should have a consistent approach to use of materials and the design and style of windows, doors, roof pitches and other important features.

11.2 The proposed houses are a contemporary design and continue the general character of the wider site. The addition of dormers to the front of some of the house types is also in keeping with the character of the wider site. Surface materials are also well considered in order to contribute towards an attractive street scene. Members are advised that the conditions relating to materials and boundary treatments were imposed as a phased condition as part of the hybrid application; the applicant will be required to comply with the requirements of this condition relating to the phases subject of this application.

11.3 Members need to determine whether the proposed appearance is acceptable and whether it accords with policy DM6.1 and the Design Quality SPD and weight this in their decision. It is officer advice that the proposed appearance is acceptable and accords with national and local planning policies.

12.0 Landscaping

12.1 The National Planning Policy Framework states that the planning system should contribute to and enhance the natural and local environment.

12.2 LP DM5.9 'Trees, Woodland and Hedgerows' supports the protection and management of existing woodland trees, hedgerow and landscape features. It seeks to secure new tree planting and landscaping scheme for new development, and where appropriate, promote and encourage new woodland, tree and hedgerow planting schemes and encouraging native species of local provenance.

12.3 LP Policy DM5.5 'Managing effects on Biodiversity and Geodiversity' states that all development proposals should:

- a. Protect the biodiversity and geodiversity value of land, protected and priority species and buildings and minimise fragmentation of habitats and wildlife links; and,
- b. Maximise opportunities for creation, restoration, enhancement, management and connection of natural habitats; and,
- c. Incorporate beneficial biodiversity and geodiversity conservation features providing net gains to biodiversity, unless otherwise shown to be inappropriate.

12.4 Policy DM5.7 'Wildlife Corridors' states that 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.

12.5 The ecology issues associated with the development of this land for housing has been assessed and fully considered as part of the approved hybrid application. As part of the approved hybrid application a landscape buffer to be provided around the perimeter of the wider residential development and SUDs was secured. This landscape buffer will be provided in phases and these details were conditioned as part of the original hybrid application.

12.6 The submitted layout incorporates internal landscape to assist in breaking up the built form and enhancing the overall quality of the external environment. Details of the internal landscaping have been submitted. These plans have been considered by the Council's Biodiversity Officer and Landscape Architect. It is noted that amendments to the landscape plans have been requested to address the loss of landscaping and biodiversity habitat along the southern boundary of the site. The applicant has submitted revised landscape plans. These plans include a mixed native species hedgerow to the northern edge of the southern landscape area and all amenity grass replaced with wildflower meadow. The northwestern landscaped corner has been amended to wildflower grassland with a one metre amenity strip next to the footpath. The consultees are satisfied with the revisions to the internal landscaping.

12.7 The comments from Northumberland Wildlife Trust. Members are advised that they were consulted on the original grant of planning permission (Ref:16/01885/FUL) and the recently granted reserved matters application (Ref:19/0185/REM). No comments were received. The Council's Biodiversity Officer and Landscape Architect considered the landscape parameters as part of the original grant of planning permission and they have also commented on both reserved matters application. The Council's consultees are satisfied with the landscape parameters. It is not considered reasonable for Northumberland Wildlife Trust to request amendments to a scheme whereby the principle was agreed in 2018. The Council's consultees are also satisfied with the mix of internal planting that has been proposed. Members are advised that conditions relating to the perimeter planting to the wider site were imposed on the original grant of planning permission. It is noted that they have put forward suggestions to the planting mix and have referenced berry-bearing species. Members are advised that Newcastle International Airport Limited (NIAL) will not accept landscaping proposals with a planting mix that contacts more than 10% berry-bearing species as this may impact on aviation safety.

12.8 Conditions relating to external landscaping, drainage and biodiversity were imposed as part of the hybrid application; the applicant will be required to comply with the requirements of these conditions relating to the phases subject of this application.

12.9 Natural England has been consulted. They have advised that they have no comments to make.

12.10 Members need to consider whether the proposed landscaping would be acceptable and in accordance with policies DM5.7 and DM5.9 and weight this in their decision. Subject to conditions, it is officer advice that the proposed landscaping is acceptable and accords with national and local planning policies.

13.0 Other Issues

13.1 Conditions relating to gas and contaminated land were imposed as phased conditions as part of the hybrid application; the applicant will be required to comply with the requirements of this condition relating to the phases subject of this application. It is therefore not necessary to duplicate these conditions.

13.2 National Highways have been consulted. They have raised no objections.

13.3 Newcastle City Council has been consulted. They have raised no objections.

13.4 Newcastle International Airport Limited (NIAL) has been consulted. The impacts on bird strike relating to drainage and landscaping were considered as part of the hybrid application. Conditions relating to bird strike, drainage and landscaping were imposed as part of the hybrid application; the applicant will be required to comply with the requirements of this condition relating to the phases subject of this application. It is therefore not necessary to duplicate these conditions.

14.0 Conclusion

14.1 The site forms part of a designated housing site in the Council's Local Plan. The principle of residential development on this site has been firmly established by the previous planning application. The application relates to those details still to be approved. Officer advice is that the layout, scale, appearance and landscaping are acceptable. Members need to decide whether they consider that these reserved matters are acceptable.

14.2 Members are advised that the conditions attached to the hybrid application remain and will have to be to be complied with as development is progressed. It is therefore not necessary to repeat conditions which are already in place.

14.3 Approval is recommended.

RECOMMENDATION: Application Permitted

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 Dwg No. 322/A/LP002

Architectural Layout Dwg No. 322/A/GA/002 B

Proposed surface finishes and kerb layout Dwg No. 701 P5

Selwood plans and elevations Dwg No. SE-WD07 Rev G

Danbury plans and elevations Dwg No. DY-WD17 Rev E

Sherwood plans and elevations Dwg No. SW-WD17 Rev D
Sherwood plans and elevations (corner) Dwg No. SW-WDC17 Rev F
Swinley plans and elevations Dwg No. SY-WD17 Rev C
Saunton plans and elevations Dwg No. SN-WD17 Rev H
Gisburn plans and elevations Dwg No. GB-WD17 Rev B
Greenwood plans and elevations Dwg No. GW-WD17 Rev F
Greenwood plans and elevations (corner) Dwg No. GW-WDC17 Rev H
Braunton plans and elevations Dwg No. BN-WD17 Rev F
Whiteleaf plans and elevations Dwg No. WL-WD07 Rev F
Whiteleaf plans and elevations (corner) Dwg No. WL-WD17 Rev C
Dalby plans and elevations Dwg No. DB-WD17 Rev E

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

2. The development hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved for phase 2.

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

3. The scheme for parking, garaging and manoeuvring indicated on the approved plans shall be laid out prior to the initial occupation of the development hereby permitted and these areas shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway having regard to policy DM6.1 of the North Tyneside Local Plan (2017).

4. Prior to the occupation of each dwelling hereby approved, driveway depths of 5.0m for roller shutter garage doors, 5.5m for up and over doors and 6.0m for side-opening doors shall be provided and retained within the site 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).

5. Notwithstanding Condition 1, all landscape planting and maintenance shall be carried out in accordance with the following landscape plans:

-Landscape construction softworks Phase 2 Sheet 1 of 3 DWG
No.140454/8013 Rev A

-Landscape construction softworks Phase 2 Sheet 2 of 3 DWG
No.140454/8014

-Landscape construction softworks Phase 2 Sheet 3 of 3 DWG
No.140454/8015 Rev A

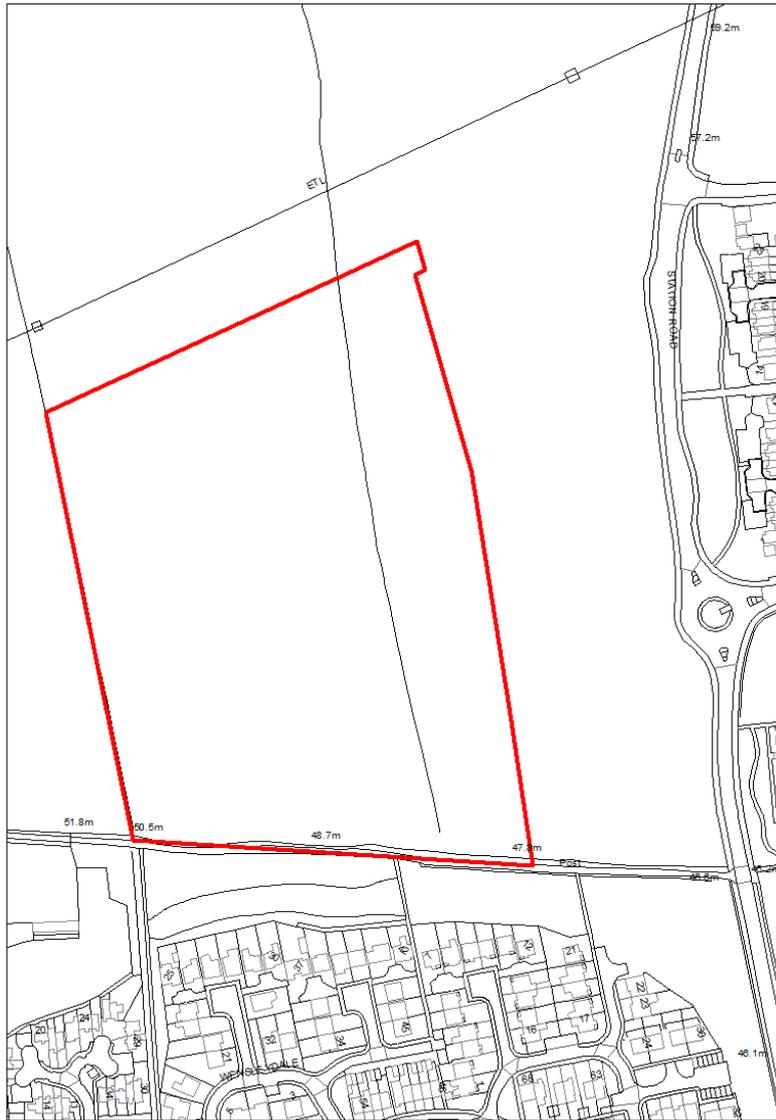
These agreed landscape details shall be carried out prior to the occupation of any part of the development or in accordance with a timetable to be agreed in writing by the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced with others of species, size and number as originally approved by the end of the first available planting season thereafter.

Reason: In the interest of ecology and securing a satisfactory visual appearance having regard to policies DM6.1, DM5.5 and DM5.7 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.



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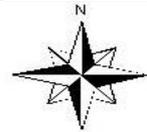
Location: Land North Of, 42 Wensleydale, Wallsend, Tyne And Wear

Proposal: Development of 115no 3 and 4 bedroom properties with associated infrastructure

Not to scale

Date: 21.07.2022

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Appendix 1 – 21/02460/REM Item 1

Consultations/representations

1.0 Internal Consultees

1.1 Highways Network Manager

1.2 This is a reserved matters application for the development of 115 three and four bedroom properties with associated infrastructure. The original hybrid application (16/01885/FUL) was granted permission in 2018 and previously permission was granted on appeal for the development on the east side of Station Road (12/02025/FUL) in 2014.

1.3 A Transport Assessment (TA) was included as part of the previous applications that assessed the local highway network and the following off-site highway improvements have been agreed as part of the two previous applications:

1.4 A Transport Assessment (TA) was included as part of the previous applications that assessed the local highway network and was tested in the council's Micro-simulation Transport Model. The following off-site highway improvements will be carried out as part of the two previous applications:

1.5 The agreed highway works are set out below:

Station Road East (12/02025/FUL):

- New roundabout junction to the south of the site
- Secondary T-junction access to the north of the site
- Traffic signals at the junction of Hotspur Road
- Localised widening at the junction of Mullen Road & Wiltshire Drive
- Improvements to the junction with the A1058 Coast Road
- Improvements to junction of A186 Station Road & A191 Whitley Road roundabout

Station Road West (16/01885/FUL):

- New roundabout junction at the site access (north)
- Alterations to the roundabout junction at the site access (south)
- New traffic signals with pedestrian & cycle crossing facilities at the junction of the A1058 (Coast Road) & A186 (Station Road North)
- Toucan crossing on the A191 to the east of Proctor & Gamble connecting into existing routes
- Localised road widening
- Upgrade & widening of footpaths surrounding the site
- Connection & enhancements to the continuous shared footway/cycleway on southern side of A191 (Whitley Road)
- Associated street lighting
- Associated drainage
- Associated road markings
- Associated Traffic Regulation Orders
- Associated street furniture & signage

1.6 The principle of development has already been tested at the outline stage and the proposed layout is acceptable in terms of allocated parking, visitor parking, highway layout and traffic calming. Appropriate conditions and informatives were included on the original application. Approval is recommended with one additional condition.

1.7 Recommendation - Conditional Approval.

1.8 Condition:

Prior to the occupation of each dwelling hereby approved, driveway depths of 5.0m for roller shutter garage doors, 5.5m for up & over doors and 6.0m for side-opening doors shall be provided and retained within the site 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).

1.9 Design

1.10 The application continues the development principles set out in phase one of the development and has consistent house types, defined street patterns, landscaping and boundary treatments. The movement network includes pedestrian and cycle connections and a bus route to connect the site to the wider area. The site also includes an area of public open space.

1.11 In some locations, where the density of housing is higher, there are large areas of parking which is likely to dominate and detract from the street scene. In these locations, landscaping has been considered in order to mitigate some of this impact. Surface materials are also well considered in order to contribute towards an attractive street scene. Houses are a contemporary design and continue the general character of the wider site. Overall, the application is acceptable, and the same conditions are recommended as applied to other phases of the site.

1.12 Sustainable Transport

1.13 This application is for the development of 115 no 3 and 4 bedroom properties within the ongoing Persimmons development located on the western side of Station Road. The travel plan requirements were agreed under the related case 16/01885/FUL. Upon checking the latest application against the related case I believe the Sustainable Transport requirements are covered.

1.14 Recommendation: Approval

1.15 Lead Local Flood Authority (LLFA)

1.16 I have carried out a review of the proposals in planning application 21/02460/REM, I can confirm that I have no objections to the drainage proposals as the sustainable drainage system for the whole development site has been previously agreed as part of the original hybrid application.

1.17 Biodiversity Officer and Landscape Architect

1.18 The above application is a reserved matters submission for 115 dwellings on Station Road West. The application is made in relation to hybrid application 16/01885/FUL approved in January 2018. The application seeks full consent for all

matters reserved under condition 3 of the outline element for the permission for Phase 2B of the wider development.

1.19 Previous comments requested minor alterations to the following landscape plans to address the impacts on the landscaped areas (approved under application 16/01885/FUL) along the southern boundary, which has resulted in a loss of landscaping and biodiversity habitat within an area specifically designed to function as a wildlife and green link.

1.20 Landscape Construction Soft Works Phase 2 Sheet 3 of 3 (DWG No.140454/8015) - Introduction of a mixed native species hedge either side of the footpath as well as along the northern edge of the landscape area up to the SUDs feature (between the VP Spaces/houses and the planting area). This will provide a natural barrier preventing residents from accessing this area and protecting the habitat. Amenity grass all replaced with wildflower meadow

1.21 Landscape Construction Soft Works Phase 2 Sheet 1 of 3 (DWG No.140454/8013) - The landscaped area in the north-west corner should be amended so it is all wildflower grassland with a 1m amenity strip next to the footpath.

1.22 Revised landscape plans have been submitted. A mixed native species hedgerow has been included to the northern edge of the southern landscaped area and all amenity grass replaced with wildflower meadow (DWG No.140454/8015 Rev A), and the very northwestern landscaped corner (DWG No.140454/8013 Rev A) has been amended to wildflower grassland with a 1m amenity strip next to the footpath.

1.23 All previous conditions apply from the original outline application (16/01885/FUL). However, a condition in relation to the landscape plans needs to be included as follows:

All landscape planting and maintenance shall be carried out in accordance with the following landscape plans

-Landscape construction softworks Phase 2 Sheet 1 of 3 DWG No.140454/8013 Rev A

-Landscape construction softworks Phase 2 Sheet 2 of 3 DWG No.140454/8014

-Landscape construction softworks Phase 2 Sheet 3 of 3 DWG No.140454/8015 Rev A

The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, 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.

1.24 Manager for Environmental Health (Pollution)

1.25 No objection in principle to the application for reserved matters. It is noted that conditions to address construction, dust mitigation and noise were attached to planning application 16/01885/FUL and that these conditions will be addressed via a separate application to discharge them.

1.26 Manager for Environmental Health (Contaminated Land)

1.27 I note that the previously agreed conditions relating to each phase of the development are set out on the decision notice for 16/01885/FUL. I have no objection to these reserved matters and await a discharge of conditions application to comment further.

2.0 Representations

2.1 None

3.0 External Consultees

3.1 Newcastle City Council

3.2 I can confirm that Newcastle City Council has no comments to make.

3.3 Northumbrian Water

3.4 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.

3.5 I can confirm that the drainage strategy with points of connection were agreed in full for the original planning application for the overall proposed development ref no: 16/01885/FUL and we therefore have no further comments to make on this reserved matters application for 115 units.

3.6 I trust this information is helpful to you, if you should require any further information please do not hesitate to contact me.

3.7 Newcastle International Airport Limited (NIAL)

3.8 I have reviewed this application. The site is well outside the noise contours, so no concerns from that point of view

3.9 I cannot see any SUDS proposed, can you confirm this?

3.10 Planting mix to be limited to 10% berry bearing species

3.11 Case officer note: The case officer has confirmed that the hybrid application (16/01885/FUL) includes Sustainable Urban Drainage Systems. NIAL have confirmed they have no further comments to make.

3.12 Highways England

3.13 No objection.

3.14 Natural England

3.15 The area team has confirmed that seeking an additional coastal mitigation contribution is not necessary. We therefore do not have any comments to make on this reserved matters application.

3.16 Northumberland Wildlife Trust

3.17 Unfortunately, I have not seen the original outline planning application and ecological impact assessment, so can only comment on those documents and the information provided within the reserved matters application.

3.18 The Landscape Plan proposes areas of native hedge, standard tree planting and meadow creation. Firstly, the Wildlife Trust would ask that these areas are increased in size and a habitat link is provided in a north-south direction within stage of the development.

3.19 Secondly, the species listed as native are not all locally native and the Wildlife Trust request that the landscape plan is altered to include only locally-native species within the wildlife areas. Field maple is locally native up to the Tyne River, north of this records are scattered and questionable as to whether individual specimens are natural or planted, we would therefore recommend replacing field maple with an alternative locally native species such as rowan. Dogwood is not locally native to the North East of England. We would request that dogwood is replaced in the hedgerow mix with a more appropriate locally-native species such as holly or guelder rose. Beech is not locally-native to the North East of England, the Wildlife Trust would again request the replacement of this species with a more appropriate species such as pedunculate oak.

3.20 Wildflower meadows are proposed for this stage of this development, but I could not find a species mix for the wildflower meadow creation. Please ensure that the species mix proposed is locally-native and an appropriate management regime is agreed with the Council Ecologist as a condition of this application.

3.21 Finally, the ornamental planting areas should be planted with ornamental species that will be more beneficial to wildlife, this would include shrubs that provide nectar-rich flowers and an extended flowering period or flower in early spring or late autumn, species such as witch-hazel, winter flowering honeysuckle, Viburnum species, butterfly bush, buddleia sungold, California lilac, and hebe. Berry-bearing species such as ornamental rowan may also be considered to enhance the areas for some bird species.

3.22 Northumbria Police

3.33 We have no objections; however we do have the following comments:

3.34 Layout/Rear Parking

3.35 The Architectural Layout (Drg No. 322/A/GA/002) shows Plot Numbers 217 – 225 with rear boundary treatments of 1800mm Masonry wall with fence panels and courtyard style car parking (18 spaces are allocated). The same style boundary treatment also sub-divides the rear lane, to (I presume) prevent vehicles using this as shortcut between the primary and secondary streets.

3.36 In my opinion the design of these plots is unsatisfactory and will not only potentially lead to the wall being used as a place to kick a football against, the height of the wall also minimises any informal surveillance of the car parking area and could lead to vehicle crime.

3.37 As stated in the Design Quality Supplementary Planning Document (May 2018) “courtyard parking should also remain small and not include more than approximately 10 parking spaces. If there are more spaces, then the area should be supported by landscaping. It is important that good design standards are applied to rear courtyard parking to ensure that they relate to surrounding properties and the street to create a safe and secure environment”.

3.38 In my opinion, the design of these plot numbers does not create a safe and secure environment and I would recommend that Plot No’s 217 – 225 are redesigned with consideration given to turning these plots around, so they face the road, therefore having back to back gardens and in-curtilage car parking, this would remove the necessity for rear car parking, offer enhanced security to the rear of the gardens and prevent the need for the rear lane to be subdivided by an 1800mm masonry wall/fence panels.

3.39 Footpaths

3.40 I have also noted there is a footpath located next to Plot No 187, which as per the Design and Access Statement “integrates the development with the wider area”, whilst we understand the requirement the connectivity, this does make this a “leaky cul-de-sac”, according to Secured by Design 2019, these types of cul-de-sacs can experience higher levels of crime when compared to crime levels within a true cul-de-sac. We would recommend the footpath is well lit (to BS BS 5489-1:2020) and at least 3 metres wide (to allow people to pass without infringing personal space and to accommodate passing wheelchairs, cycles and mobility vehicles).

3.41 Lighting Scheme

3.42 I can find no details with regards to the lighting scheme for the development, we would recommend lighting levels conform to British Standard for street lighting *BS5489-1:2020* which is the industry standard for road and public amenity lighting and the scheme is prepared by an independent, competent, experienced lighting designer.