

ADDENDUM 6 August 2019

Item No: 1

Application No: 19/00669/OUT **Author:** Julie Lawson
Date valid: 22 May 2019 **☎:** 0191 643 6337
Target decision date: 21 August 2019 **Ward:** Killingworth

Application type: outline planning application

Location: Scaffold Hill Farm Whitley Road Benton NEWCASTLE UPON TYNE NE12 9ST

Proposal: Outline application for up to 35 dwellings incorporating the undergrounding of overhead power cables and re-provision of allotments (resubmission)

Applicant: The Northumberland Estate, Estates Office Alnwick Castle Alnwick NE66 1NQ

Agent: Pegasus Group, Ms Sandra Manson Pavilion Court Green Lane Garforth Leeds LS25 2AF

RECOMMENDATION: Minded to grant legal agreement req.

INFORMATION

Updated comments from Newcastle Airport Bird Strike Risk Assessment (BSRA):

There is a general presumption against the creation of open water bodies within 13 km of an aerodrome, which in relation to this scheme is Newcastle international Airport. This is 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 a lower level having departed or preparing for arrival at the aerodrome. NIAL requests that the SUD basins are designed in such a way so as to not become an attractant to hazardous bird species such as feral geese.

We have reviewed the BSRA (dated 30 November 2012). As the drainage layout has been redesigned for this application since this BSRA was produced, it is suggested the BSRA is updated to reflect the new drainage layout, as well as the seasonal landscaping scrape areas - as outlined in the Habitat Plan associated with this

application. We would request that this request is conditioned as part of any future planning permission associated with this application.

The updated BSRA should consider the way the proposed SUDS ponds are designed to ensure that drain down times of less than 48 hours occur and that no water should be left ponding on site for more than 48 hours to prevent birds settling close to the airport. This updated BSRA would also consider the interaction of the SUD design with the adjoining development. We would also request that the BSRA would consider water pooling and any sources of food for birds, which should be appropriately mitigated during the construction stage, to mitigate against further bird strike risk. Reeding and netting should also be considered and be implemented where possible to any new areas of standing water/SUD ponding associated with the application to further mitigate against any bird strike risks, before vegetation has been established.

Outcomes from the updated BSRA may recommend that a Bird Hazard Management Plan (BHMP) is required during the construction period of this site associated with this application. The BHMP would also cover the lifetime of the development outlined within this application.

Landscaping:

NIAL request written assurances that the final planting schedule for the application site does not include more than 10% berry-bearing, bird attracting species types, therefore adhering to the approach outlined in table 2 of the Technical Note and landscape Plan (May 2019) – also attached.

We would reiterate our further comments relating to noise, lighting, cranes and renewable energy, as outlined in our previous response on 01/07/19 (as set out in the committee agenda).

Additional condition:

Prior to the commencement of construction of any dwellings above ground floor level, an updated Bird Strike Risk Assessment shall be submitted to and approved in writing by the Local Planning Authority. This shall reflect the approved drainage layout and it should detail the way the proposed SUDS ponds are designed to ensure that drain down times of less than 48 hours occur and that no water should be left ponding on site for more than 48 hours to prevent birds settling close to the airport. It should also consider water pooling during construction stages. The requirements and recommendations of the Bird Strike Risk Assessment shall be implemented in accordance with the approved scheme and retained thereafter.

Reason: In order to minimise any risks to aircraft from the landscaping / drainage works.