

Item No: 5.1
Application No: 15/00945/FUL
Date valid: 16 June 2015
Target decision date: 15 September 2015
Author: Julie Lawson
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Ward: Killingworth

Application type: full planning application

Location: Land At, Scaffold Hill Farm, Whitley Road, Benton, NEWCASTLE UPON TYNE

Proposal: Residential development of 460 dwellings (use class C3) comprising of 115 affordable dwellings and 345 open market dwellings with associated access, infrastructure and engineering works. Extension to rising sun country park with associated habitat, landscape and recreational improvements (further contamination information submitted 15.10.15)

Applicant: Bellway Homes (North East) Ltd And Taylor Wimpey Homes Ltd, C/O Agent

Agent: GVA Grimley Ltd, FAO Vikki Drummond Fourth Floor Central Square Forth Street Newcastle Upon Tyne NE1 3PJ

RECOMMENDATION: Minded to grant legal agreement req.

INFORMATION

1.0 Summary Of Key Issues & Conclusions

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

- Principle of residential development
- Principle of recreation development
- Housing Supply
- Impact on Surrounding Amenity
- Design and Layout
- Highway implications
- Ecological Impact
- Financial contributions

2. Description of the Site

2.1 The site is to the north of the Rising Sun Country Park, to the east of the A191 Holystone bypass, to the west of the A19 and to the south of the Premier Inn and the Holystone roundabout.

2.2 The site is made up of open fields intersected by hedgerows. A row of electricity pylons crosses the site in an east/west direction. Part of the site is agricultural land and part is grassland. The sites are used for equestrian and

agricultural uses. Public rights of way cross the site. These link the Country Park with the Hadrian Park residential estate and Holystone.

2.3 There is residential development to the west of the Holystone bypass and to the south east beyond the Rising Sun. To the east of the A19 is office development. To the south west is a public house then residential development. Beyond the Rising Sun to the south is an Asda store.

3. Description of the Proposed Development

3.1 The proposal seeks full planning permission for 460 dwellings and an extension to the Rising Sun Country Park incorporating access, landscaping and recreational improvements. The proposal has been submitted by a consortium of two developers, Bellway Homes (North East) Limited and Taylor Wimpey Homes Limited.

3.2 The site measures 61.62 hectares. Of this, 20.39 hectares is proposed for housing and 41.23 hectares encompasses an extension to the Rising Sun Country Park. Of the 460 dwellings, 115 would be affordable.

3.3 The application includes a new roundabout on the Holystone Bypass. The site would be accessed by this and the existing roundabout. An alteration to the road from Whitley Road to the Rising Sun Centre is proposed to remove the bend in that access road and a new access road from the Rising Sun Centre to the new road to the north is proposed. This road would be one way, entering at the A191 from the west and exiting to the north at the new estate road.

3.4 The application includes the provision of 101 allotments between the proposed housing development and the extension to the Country Park.

3.5 The Country Park extension would be between the electricity pylons and the Rising Sun Countryside centre. An informal recreation area is proposed to the north of the existing Countryside Centre. New recreation footpaths are proposed through the extended Country Park, as well as landscaping and habitat improvements and new Sustainable Drainage ponds.

3.6 A 17m to 19m wide buffer zone would separate the housing to the east from the landscaping next to the A19 and the slip road. This would be mounded with a 1.8m high acoustic fence then landscaped. To the west a banked hedge is proposed, referred to as a Hadrian Hedge or Devon Bank. This is a 1m high mound with a hedge on top to 2m in height.

3.7 The applicants are proposing Sustainable Urban Drainage Systems, with balancing ponds in the new Country Park area to deal with surface water drainage.

3.8 The site has consent for 450 residential units, a surgery and retail units and an extension to the Country Park, granted on appeal in 2012. This application is similar in terms of overall layout to the approved scheme but excludes the retail and surgery element, increases the number of units by 10, alters the details of the layout and siting and amends the house types and designs. In addition, the

extension to the Country Park, including the allotments, would now be managed by Northumberland Estates.

3.9 The applicants have advised that they would expect it to take 8 years to complete the development.

3.10 The applicant has submitted the following with the application:

Planning, affordable housing and open space statement
Economic Statement
Statement of Community Involvement
Design and Access Statement
Air Quality Assessment
Arboricultural impact assessment
Noise Impact assessment
Coal Mining Report
Flood Risk Assessment
Foul sewage and utilities assessment
Geo environmental desk study report
Landscape Management Plan
Landscape and Visual Appraisal
Transport Assessment
Travel Plan
Archaeological assessments
Ecological Survey assessments
Sustainability Statement
Section 106 Heads of Terms

4. Relevant Planning History

15/00741/SCREIA: The revised proposals seek to include an additional 10 dwellings to those previously approved, whilst removing 6,000sqft of community facilities. As such the proposals comprise of the development of 460 residential dwellings, an extension to the Rising Sun Country Park to provide for new landscaping, habitats and informal recreation and access to the site from the Holystone Bypass: No EIA required 29.05.15

11/01600/FUL: Residential development of 450 dwellings (including affordable housing), local community facilities including retail (A1) and surgery (D1), extension to Rising Sun Country Park with associated habitat landscape and recreational improvements and works to surrounding highways infrastructure. Allowed on appeal 28.08.12

In allowing the appeal, the Secretary of State and the Planning Inspector considered issues regarding traffic, open space, visual impact and ecology. The Secretary of State letter accompanying the appeal decision states:

“The Secretary of State concluded that the scheme would bring benefits in the form of an attractive, well-conceived mixed-use development that would deliver a substantial quantum of residential development including much-needed affordable dwellings, positively contributing to boosting the borough’s supply of

housing. He considers that it would not conflict with the relevant but now out-of-date UDP housing policy relating to 'greenfield' development. He also considers that the scheme would not have a demonstrably negative impact on the appearance or character of the area, and that it would secure a sizeable extension to the valued resource of the Rising Sun Country Park and enhancements to biodiversity. He also considers that it is a sustainable development which should carry a presumption in favour of the grant of planning permission. Although the scheme would generate additional traffic on the local highway network, he considered that it would also provide mitigation in the form of highway works and the provision of a residential Travel Plan such that any residual cumulative impacts of the development would not be severe." (para.22 of CLG letter accompanying appeal decision)

5. Development Plan

5.1 North Tyneside Unitary Development Plan (adopted March 2002).

Direction from Secretary of State under Paragraph 1(3) of Schedule 8 of Town and Country Planning and Compulsory Purchase Act 2004 in respect of policies in the North Tyneside UDP.

6.0 Government Policy

6.1 National Planning Policy Framework published 27 March 2012.

6.2 Planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in the determination of this planning application. It requires local planning authorities to apply a presumption in favour of sustainable development.

PLANNING OFFICERS REPORT

7.0 The main issues in this case for members to consider are:

- Principle of residential development and Housing supply
- Principle of loss of employment land
- Principle of loss of open space
- Principle of recreation development
- Impact on Surrounding Amenity
- Design and Layout
- Ecological Impact
- Highway implications
- Trees
- Financial contributions

7.1 Representations and consultation responses are set out in the Appendix.

8.0 Principle of residential development

8.1 The National planning Policy Framework (NPPF) states that at the heart of the Framework is a presumption in favour of sustainable development

8.2 NPPF confirms that local authorities should attach significant weight to the benefits of economic and housing growth to enable the delivery of sustainable developments.

8.3 The North Tyneside Unitary Development Plan was adopted in March 2002. The plan period ran until 2006 and we are now significantly beyond this. Following the advice in paragraph 14 of NPPF it states that where the development plan is out of date the presumption is that planning permission should be granted unless any adverse effects of doing so would significantly and demonstrably outweigh the benefits, when assessed against policies in the NPPF taken as a whole, or specific policies in the Framework indicate that development should be restricted. Given the development plan is out of date the presumption in favour of sustainable development applies.

8.4 The site has the benefit of planning consent for 450 dwellings. Therefore the site is identified as a 'large site with planning permission' in the Local Plan Consultation Draft 2015.

8.5 The NPPF confirms that local authorities should attach significant weight to the benefits of economic and housing growth and enable the delivery of sustainable developments. It identifies 12 core planning principles for Local Authorities that should underpin decision making. One of these is to encourage the effective use of land by reusing land that has been previously developed (brownfield land).

8.6 In relation to housing, NPPF states that the Government's key housing objective is to increase significantly the delivery of new homes. In order to achieve this objective government requires that authorities should identify and maintain a rolling supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements plus an additional buffer of 5% to ensure choice and competition in the market for land. Where there has been persistent under delivery the buffer should be increased to 20 per cent.

8.7 NPPF goes on to say that local planning authorities should plan for a mix of housing based on current and future demographic trends and market trends.

8.8 Policy H11 requires that applications for residential development take into account the impact of the proposal on its site, local amenity, the environment and adjoining land uses. It also requires the need for the resulting dwelling to have acceptable external standards of space, light outlook and privacy.

8.9 UDP Policy H5 states that proposals for housing on sites not identified for this purpose will be approved provided:

- The proposal is on a previously developed site within the built up area;
- The proposal would be acceptable in terms of its impact on the site and local amenity;

- The proposal can be accommodated in the existing infrastructure or by a planning obligation for new infrastructure if necessary to facilitate the proposal, and ;
- The proposal does not have an adverse impact on urban open space provision.

8.10 The site is a greenfield site therefore does not meet one of the criterion under Policy H5 as it is not previously developed land. NPPF encourages the use of previously developed land but it is not a prerequisite. The site has an existing extant consent for 450 houses, a surgery and retail units. Therefore the principle of development on this site has been established.

8.11 Members must therefore consider whether the principle of the development is acceptable. It is officer advice that it is given the existing extant consent for development on the site and the lack of a 5 year housing land supply.

9.0 Housing Land Supply

9.1 Paragraph 47 of National Planning Policy Framework (NPPF) requires Local Planning Authorities to identify and maintain a rolling five-year supply of deliverable housing land and to include at least a 5% buffer to housing requirements to ensure choice and competition in the market for housing land. Paragraph 49 of the NPPF sets out that relevant development plan policies for the supply of housing will not be considered up to date if the local planning authority cannot demonstrate a 5 year supply of deliverable housing sites.

9.2 The starting point for calculating the 5-year housing land supply is the housing requirement set out in the Development Plan. For some time for North Tyneside the figure used to identify housing need for the Borough was that set out within the RSS that was revoked in April 2013. It has since been established through a High Court ruling in September 2013 that housing requirements set out in the now revoked RSS is no longer a sufficiently robust target to inform planning decisions.

9.3 Going forward the Council will identify its own housing requirement in the Local Plan and any target must be suitably evidenced and independently tested to provide a robust basis for decision making. However, until adoption of the Local Plan the Council will need to rely on other best available evidence of housing need to inform its housing requirements.

9.4 The starting point for establishing evidence of housing need is the latest Office of National Statistics (ONS) household and population projections. Taking into account the ONS household projection and recent housing delivery in North Tyneside at least 950 homes per year could be required to meet the Borough's requirements. However, the Council is working closely with neighbouring authorities to establish an approach to housing delivery that best meets each Local Authorities ambitions for growth. This work is still ongoing but the potential impact would be to reduce estimates for the Borough's housing requirement from 950 homes a year to between 618 and 705 net homes per year.

9.5 Work is still ongoing to establish an adopted housing target for the borough. Latest evidence indicates a minimum potential five year housing land supply

target between 2014/15 and 2018/19, including a 5% buffer, of 5,619 new homes.

9.6 North Tyneside's total potential five year housing land supply identified within the January 2015 SHLAA and Housing Land Supply Assessment, is 3,438 homes (including delivery from sites yet to gain planning permission). There is therefore a shortfall of 2,181 homes. The Council therefore does not have an identified 5 year supply of housing land, and remains dependent upon further approvals of planning permission to achieve and subsequently maintain its housing supply. This site is included in the current potential five year supply on the basis of the existing consent for the site for 450 dwellings.

9.7 If planning approvals are not granted for sites which do not have any adverse impacts which significantly and demonstrably outweigh the benefits of the development, this will undermine the Council's ability to achieve the required supply going forward.

9.8 The Council does not have a 5-year housing land supply and the granting of planning permission for this proposal would make a contribution to this shortfall in housing supply.

10.0 Loss of Open space

10.1 The majority of the site is allocated in the UDP as open space. A wildlife corridor crosses the south - eastern part of the site.

10.2 The Council has published a Green Space Strategy (2015). This provides local standards for a variety of open space typologies and an audit of each area of open space within North Tyneside. Objectives set out in the Green Space strategy seek to ensure that all residents can easily access informal and semi natural open space, sports provision and play facilities.

10.3 The audit identifies the area proposed for the extension to the Rising Sun Country Park as being of medium quality and value.

10.4 The NPPF states that existing open space, sports and recreation buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for an alternative sports and recreational provision, the needs for which clearly outweigh the loss.

10.5 Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users for example by adding links to existing rights of way.

10.6 Policy R1 of the UDP states that the Local Planning Authority will seek to ensure provision of a range of facilities for active and passive recreation within

the built up area and beyond. Policy R2 states that the LPA will provide for open space recreation to be based around an organised pattern of accessible green spaces. Policy R2/1 states that land shown for the purpose of open space use including playing fields of schools, other educational establishments, government and private organisations will be retained in its present use.

10.7 Policy R2/2 states that development of land shown as open space will not be permitted where this will either result in a reduction in the open nature of the land where this causes a significant loss of local amenity or result in insufficient provision for informal recreation in the locality or adversely affect the environment or adjoining land uses unless the existing use is shown to have had an excessive adverse impact on the local neighbourhood in terms of noise, disturbance or other reason.

10.8 Policy R2/6 states that in considering proposals for development within major areas of recreational open space identified on the proposals map (including the Rising Sun Country Park) permission will only be given for development relating to the enjoyment of open space and recreation the design of which reflects the quality of the landscape and natural environment of these areas.

10.9 Policy R3 states that the Council will ensure that recreation and open space resources are properly managed and encourage improvements and additions to facilities to achieve an overall enhancement of the district's amenities.

10.10 Policy R3/1 sets out requirements for new open space provision. Policy R4 states that recreation corridors will be protected.

10.11 The open space which is proposed for housing development comprises open grassland and farmland and is crossed by a public footpath. The footpath is being retained and the main impact on the loss of open space will be a visual one. The open space that is proposed for development is framed by the A191 Holystone bypass, the A19 trunk road, commercial development to the north and Scaffold Hill livery to the south. The principle of housing on this site has been established by the previous consent therefore the loss of this open space has been accepted. It is also worth noting that the land is in agricultural use with no public access except for two public footpaths, both of which are to be retained. The proposal also incorporates an extension to the Rising Sun Country Park, with enhanced ecological and recreational benefits.

10.12 The developed part of the site covers the northern part of the site and the Country Park is being extended. The allotments will offer a buffer between the extended Country Park and the built development. Whilst the proposal will result in the loss of grassland/ farmland, it will not result in a loss of publically accessible greenspace. Additional recreation routes are proposed through the Country Park extension. In addition, the scheme encompasses areas of landscaping and green corridors.

10.13 Members need to consider whether the proposed development will be acceptable in terms of its impact on open space. It is officer advice that it will be acceptable given the benefits in terms of the extension to the Country Park.

11.0 Loss of employment land

11.1 To the north west of the site the land is allocated under Policy LE1/3 for B1 (business) purposes.

11.2 Policy LE1/4 seeks to ensure that the physical base of the economy is maintained and protected. Areas shown on the proposals map for employment uses B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution) will be protected from change of use to other purposes except where the proposal is essential to the Council's aim of encouraging the regeneration of its older urban areas, or where there is no reasonable expectation of the site being used for the purpose allocated and the benefits of its alternative uses in relation to other objectives of the plan have been demonstrated or where the existing use does not conform with and has had an adverse impact on neighbouring uses.

11.3 This employment allocation is part of a wider allocation encompassing the land to the north of the application site up to and to the north of the Holystone roundabout. This part of the site amounts to 0.47ha. The allocated land forms part of a larger area defined by new roads infrastructure and is unrelated to any other employment site.

11.4 The Council's Employment Land Review 2015 does not consider this site for employment purposes under its consideration of available employment supply, given the existing housing consent. It is considered that the loss of this employment land is not significant in terms of overall supply. In addition, consent has already been granted for the development of this site with housing and a small scale commercial element.

11.5 Whilst the current application does not include any commercial element, as under the previous consent for this site, it is considered that the inclusion of retail units in this scheme is not necessary given the proximity of the site to Asda supermarket (1.4km) and Northumberland Park Centre. The applicant has stated that there is no policy requirement for a shop to be provided on this site, there has been no market interest in providing this and the developers consider that it would not be viable in this location given the existing retail provision available locally, including proposals to extend Northumberland Park centre.

11.6 With regards to the surgery proposed on the previous scheme, the Health Care Trust had previously advised that there was no need for a new surgery at this location and a contribution was requested towards facilities in the area. This is proposed and the matter addressed in more detail later in the report.

11.7 Members need to consider whether the loss of this small part of an employment site for housing is acceptable. It is officer advice that it is acceptable.

12.0 Principle of recreation development

12.1 The proposal also includes allotments and informal play areas to the north of the Rising Sun Countryside centre.

12.2 The NPPF states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well being of communities. Existing open space, sports and recreational buildings and land, including playing fields should not be built on unless an assessment has been undertaken which shows the land/buildings to be surplus to requirements; the loss would be replaced by equivalent or better provision in terms of quantity and quality or the development is for alternative sports and recreational provision.

12.3 Policy R2/1 of the UDP states that land shown on the proposals map for the purpose of open space use, including playing fields of schools, other educational establishments, government and private organisations, will be retained in its present use.

12.4 Policy R2/2 protects open space from development which would result in a reduction in the open nature of the land; or result in insufficient provision for informal recreation in the locality; or adversely affect the environment or adjoining land uses.

12.5 Policy R2/3 sets out the criteria to be used in assessing applications for the development of land shown on the proposals map for the purposes of open space use and used or recently used for formal recreation or sport.

12.6 Policy R2/6 states that in considering development within major areas of recreational open space identified on the proposals map such as the Rising Sun Country Park, permission will only be given for development relating to the enjoyment of open space and recreation, the design of which reflects the quality of the landscape and natural environment of these areas.

12.7 Policy R3 states that the Council will aim to ensure that, recreation and open space resources are properly managed and kept under review, and where necessary and in consultation with local residents, will encourage improvements and additions to facilities to achieve an overall enhancement of the district's amenities. It will give particular priority to, amongst other matters, development of new recreational facilities, creation of green corridors and provision of an increased number and range of children's playsites.

12.8 Policy R5 states that in considering proposals for recreation facilities the Local Planning Authority will aim to ensure that the development is acceptable in terms of need, impact on local neighbourhood, quality of design, ease of access, relationship with the network of green links and impact on nature conservation.

12.9 Policy H13 states that applications for non residential development within or adjacent to residential areas or for changes of use from residential to other uses, or for the intensification of an existing residential use will be approved only where the local planning authority consider that they would not adversely affect

residential amenity. Uses that generate excessive noise, smell, fumes, traffic or on street parking problems will not be allowed. Applications for the expansion or intensification of existing non residential uses within residential areas will be judged against the same criteria.

12.10 The proposed area for informal recreation would be to the north of the Rising Sun Countryside Centre. It is intended to complement the existing recreation provision at the Centre. The proposal involves the slight re-grading of this land to provide a level grassed area and enhancements to the drainage of this land so it can be used for outdoor activities. These uses are considered to accord with the recreation nature of the area and complement the existing Rising Sun Country Park.

12.11 The proposed 101 allotments would be located to the north of the Scaffold Hill Farm. They would offer a separation between the proposed housing and the open space to the south. They would be managed by Northumberland Estates.

12.12 Members need to determine whether the proposed allotments and recreational elements are acceptable. It is officer advice that the proposed enhancements to the open space are beneficial and is a factor in favour of the proposed development.

13.0 Impact on amenity of future occupiers of the proposed site

13.1 NPPF states that planning decisions should aim to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new development. UDP policy E3 states that the authority will seek to minimise the impact of pollution on the environment including existing land uses and on proposed development.

13.2 The site is between the A19 and the A191 and there is a hotel and public house to the north. The applicant has undertaken a noise survey. For noise mitigation purposes the scheme includes the provision of a banked hedge to the west (referred to as a Hadrian Hedge or Devon Bank) with fencing to the housing side of this. To the A19 3m high mounding is proposed with a 2m acoustic fence on top.

13.3 An acoustic fence between 2.5m to 3m is proposed to the A191. This is required to mitigate the noise impacts on the gardens of the plots adjacent to the A191. The 2m high Hadrian Hedge would assist in screening this boundary treatment. The original plans omitted this Hadrian Hedge from 5 plots but the plans have now been amended to include this to these plots.

13.4 The Manager of Environmental Health has raised concerns with regards to noise levels and the impact these will have on the houses adjacent to the A191. The noise survey has considered noise from traffic on the A191, including from its potential future dualling. This dualling is part of another development and is yet to be delivered. Further noise information submitted suggests that noise to gardens adjacent to the A191 Holystone bypass will be in excess of 55dB, despite the mitigation proposed. There is a risk that traffic noise will lead to serious annoyance to users of the gardens backing onto the A191.

13.5 Environmental Health have advised that a condition should be imposed requiring noise mitigation to ensure a level of 55dB is achieved for gardens to the A191. Conditions can also be imposed regarding suitable boundary treatments and noise mitigation to reduce the impact on the amenity of the occupiers of these dwellings from noise and disturbance. Whilst this may result in a level of noise in some of the gardens adjacent to the A191 above the WHO levels, the scheme is not significantly different from the previously approved scheme in terms of the location, proximity and orientation of the gardens of dwellings in relation to the A191. It is therefore considered that the proposal could not be refused on the basis of noise to the gardens.

13.6 The plots to the east of the site are adjacent to the A19. A mound and acoustic fence is proposed here and this will be screened by existing planting which abuts the A19. This mound and fence mitigates the noise impact for the properties proposed to the east.

13.7 The Manager of Environmental Health has requested a contribution towards glazing on the existing dwellings to the west of the A191. This scheme is not associated with the dualling of the A191 and any resulting increase in traffic and therefore noise levels that may result from this, therefore it is considered that it would not be appropriate to request this.

13.8 The applicant has undertaken an air quality survey. The Manager of Environmental Health has advised that this demonstrates that air quality levels would be acceptable. She recommends that a S106 payment of £10,000 is made towards air quality monitoring to ensure air quality remains at an acceptable level. The applicants have agreed to this.

13.9 Members need to determine whether the proposal offers a suitable level of amenity for the residents of the site. It is officer advice that on balance subject to conditions it is acceptable.

14.0 Impact on existing residential properties

14.1 Policy H11 states in determining applications for residential development the local planning authority will require any proposals take into account amongst other matters the quality of its design and layout, the scale, density, massing, landscaping and materials.

14.1 Policy DCPS No.14 sets out the Council's privacy distances for new housing estates. Whilst these standards are to be used in relation to new housing estates they do provide a useful guide in assessing the proximity and the relationship between neighbouring buildings in order to protect outlook and privacy. However the standards themselves acknowledge that infill sites within established residential areas may not be able to meet the standards and a reduced standard may be permissible. Each site will be considered on its merits.

14.2 The nearest residential properties to the proposed housing development on site are to the west on the other side of the A191 Holystone bypass. These properties largely have their rear elevations facing onto the site, with their rear

boundaries formed by close boarded fencing. The properties have their rear elevations facing onto the Holystone bypass and whilst the proposed development incorporates an increase in the width of part of the bypass road the visual impact of this is not considered to be significantly harmful. In addition, consent already exists for this under the extant consent.

14.3 Scaffold Hill Farm is to the south of the proposed allotments therefore a sufficient distance exists between this and the proposed housing.

14.4 The existing housing on Arden Close and Askrigg Avenue is to the south east of the proposed country park extension. This area will incorporate new ponds, landscaping and pedestrian and bridleway routes. The existing houses already back onto the country park therefore the impact is not considered to be detrimental to those properties.

14.5 Members need to determine whether the proposal will have an acceptable impact on the neighbouring occupiers.

15.0 Design and layout

15.1 NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development. It also confirms that authorities should set out their own approach to housing density to reflect local circumstances.

15.2 UDP Policy H11 states that in determining applications for residential development the local planning authority will require that any proposals take account of the impact on its site, local amenity, the environment and adjoining land uses.

15.3 UDP Policy H12 of the UDP sets out a minimum density for new development of between 30 to 50 dwellings per hectare.

15.4 LDD11 Design Quality states that the character, distinctiveness and viability of a successful area often lies in the quality of its built environment and public realm. High quality design of buildings, places and spaces can create attractive environments that set a positive context for the development of successful places and sustainable communities.

15.5 DCPS6 considered the requirements for landscape and environmental improvements.

15.6 The proposed layout is similar to the one approved under the previous consent. The development includes a mix of 2, 3, 4 and 5 bedroom dwellings. 73No. 2 bed, 126No. 3 bed, 244No. 4 bed and 17No. 5 bed dwellings are proposed. A phasing plan has been submitted which shows 4 phases for each developer.

15.7 The overall residential density is approximately 26 dwellings per hectare. NPPF allows authorities to establish their own density standards and whilst this is

lower than is set out within policy H12, it reflects the open nature of the site and character of the development.

15.8 The proposal has been laid out in order to meet the requirements of the privacy distances set out in UDP policy DCPS14, however there are some minor shortfalls between the proposed properties. These shortfalls generally relate to properties that do not directly face each other or represent distances between the frontage of properties facing across the street, and are not so great to impact significantly upon the appearance of the development or the amenity of future occupiers.

15.9 The Design Officer has advised that the layout allows for ease of movement throughout the site and into the surrounding area. The layout is supported with a well designed landscape masterplan which integrates open space, existing hedgerows and new planting to provide a green framework throughout the site. This will help the development integrate into its surroundings. The extension to the Rising Sun Country Park will also bring benefits to existing and future residents.

15.10 The house types take a contemporary approach and there is a consistent and complimentary mix between the two developers. The street scenes demonstrate that the different development parcels will sit well together and contribute towards an overall vision for the site. Corner turner units are used to help define streets and spaces, however there are some areas on the main route where units do not directly face onto the street.

15.11 A Landscape and Visual Assessment has been submitted. This considers key views to and from the site. This states that residential properties located on Holystone Way are likely to experience moderate adverse effects in visual amenity due to their proximity to the housing development. These impacts will be mitigated, through the appropriate design strategy which would look to retain and enhance existing screening within the site, in particular, the proposed roadside infrastructure planting and the potential to enhance hedge boundary treatments by using a planted 'Hadrian Hedge'.

15.12 To the south, the masterplan proposals look to restore and improve the agricultural and environmental heritage of the site by reinforcing the rural character of the Country Park. Other valuable features, such as the existing ponds / woodland and grazing land, within the site are retained and enhanced to provide environmental, educational and social links into the surrounding semi-rural and urban fringe context. The open space allocation within the masterplan allows for a network of both green and blue infrastructure that connects to the wider Country Park area and countryside.

15.13 The development proposes an extension to the Country Park and landscaping throughout the built developed area. This will enhance the retained open space.

15.14 The housing site incorporates green corridors which largely protect the existing hedgerows on the site and form around these, heading north/ south across the site and west/ east. Public footpaths would be alongside these.

15.15 The majority of housing to the west would largely have their rear elevations facing the Holystone bypass. The 'Hadrian Hedge' to the A191 acts as a visual screen to the rear fences/ walls to the rear gardens of the properties. A condition is proposed to agree details of the heights and treatment for the acoustic barrier to the A191.

15.16 Members need to determine whether the proposal will have an acceptable layout and design. It is officer advice that the proposal has been appropriately designed.

16.0 Highways merits

16.1 NPPF states that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Local Planning Authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

16.2 NPPF also states that decisions should take account of whether improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

16.3 LDD 12 'Transport and Highways SPD sets out the Council's adopted parking standards for developments.

16.4 Policy T6 states that the highway network will be improved in accordance with the Council's objective of amongst other matters improving safety and convenience of the public highway.

16.5 Policy T9 states that the needs of pedestrians, including people with disabilities and special needs will be given a high priority when considering transport and development issues.

16.6 Policy T11 states that parking requirements will in general be kept to the operational maximum and should include adequate provision for people with disabilities and special needs.

16.7 Policy T6/1 states that major improvements are proposed to certain parts of the highway network, including the A191 Holystone Bypass. The supporting text states that the proposed A186 Shiremoor bypass and A191 West Allotment and Holystone bypass are required to upgrade existing substandard lengths of the Strategic Highway Network, removing large volumes of traffic from residential areas.

16.8 A Transport Assessment (TA) was submitted as part of the planning application that analysed junctions in the vicinity of the site as well as the proposed site access.

This included relevant traffic modelling taking into consideration the A191 corridor model. The TA acknowledges that some junctions are currently operating at or close to capacity and that the development will add traffic to the network. To mitigate this impact the developers have agreed to certain highway network improvements.

16.9 The proposal incorporates a new roundabout to serve the development from the A191 Holystone Way and provision of an additional westbound traffic lane extending west to the Wheatsheaf roundabout. In addition the following are proposed:

- Re-configuration of the Wheatsheaf roundabout to provide a left filter lane for westbound traffic on the A191 and two short exit lanes for eastbound entering the Holystone Way;
- Re-marking the A191 carriageway to provide two westbound lanes from Wheatsheaf roundabout to Asda;
- A191 Whitley Road / Chollerton Drive / Asda roundabout - introduction of traffic signals with pedestrian / cycle crossing facilities to replace the existing roundabout;
- A191 Whitley Road / A186 Station Road Roundabout – re-configuration of the roundabout to provide two straight ahead lanes, merging into a single lane on Whitley Road north and south;
- Alterations to the existing access road to the Rising Sun Country Park, provision of a new egress road and introduction of a one way system with associated lining and signage;
- Provision of new shared use footway from the new access roundabout (A191 Holystone Way) to the existing Rising Sun Country Park access (A191 Whitley Road);
- Enhanced crossing facilities on the A191 Holystone Way;
- Extension of an existing bus service into the site that will provide direct link with the Metro, Asda and Cobalt Business Park; and
- Creation of new bus stops within the site

16.10 The application includes realignment of the access road to the Rising Sun Countryside Centre to omit the existing right angled bend. It would also incorporate a new access road exiting from beside the existing car park heading north to the new estate access road. This would allow for a one way in and one way out access to / from the Rising Sun Countryside centre.

16.11 The Highways Network Manager has considered the impact of the development proposed and has recommended approval subject to a S106 legal agreement, S278 works and conditions. S106 payments of £360,000 would be provided for the extension of a local bus service(s) into the development in order to secure a level of public transport service and a Travel Bond to ensure the Travel Plan is implemented. A condition is proposed to provide improved pedestrian/cycle crossing facilities and associated links across the A191.

16.12 The layout of the site has been designed in accordance with current standards in terms of road and footpath widths, turning areas etc. and bus stops in the site to accommodate the bus service has been conditioned. Parking has also been provided in accordance with the maximum standards outlined in LDD12 and provision for the storage of cycles has been provided throughout the development.

16.13 The Highways Network Manager has advised that the applicant also proposes to introduce a number of new footpath routes and that the proposed amendments will further enhance accessibility within the site.

16.14 Members need to determine whether the proposal will have a severe residual impact on the highway network. It is officer advice that the impact on traffic is acceptable subject to a legal agreement and conditions.

17.0 Ecology

17.1 The NPPF states that when determining applications, LPAs should aim to conserve and enhance biodiversity by applying the following principles:

- If significant harm from the development cannot be avoided, adequately mitigated or compensated for, then planning permission should be refused.
- Opportunities to encourage biodiversity in and around developments should be encouraged

17.2 NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impact on biodiversity and providing net gains in biodiversity where possible.

17.3 A wildlife corridor crosses the south east of the site. The Rising Sun Country Park is a Local Nature Reserve with 2 designated local wildlife sites in it (Swallow Pond Local Wildlife Site – designated for significance for breeding wildfowl and the Rising Sun Pit Heap LWS – designated for its grassland habitat). In addition there are 2 Local Wildlife Sites (LWS) to the south east of the site:

Hadrian Park Pond – wetland designated for great crested newt and water vole
Hadrian Pond watercourse – designated for water voles

17.4 Policy E12/6 states that development which would adversely affect the contribution to biodiversity of a wildlife corridor will not be permitted unless no alternative site is reasonably available or appropriate measures of mitigation for all adverse effects are secured. In addition, the positive effect of a proposed development on the contribution to biodiversity of a wildlife corridor will be taken into account in determining planning applications.

17.5 Policy E12/3 states that development which would adversely affect a site of nature conservation importance, a regionally important geological or geomorphological site, a local nature reserve or voluntary marine nature reserve will not be permitted unless no alternative site is reasonably available and the benefits of the development would outweigh the importance of the site or appropriate mitigation measures for all adverse effects are secured.

17.6 Policy E12/4 states that the LPA will take into account the effect of a proposal on any site of local conservation interest and the extent to which any adverse effects may be mitigated or compensated. The LPA will seek to minimise any adverse effects.

17.7 Policy E12/7 states that development which would adversely affect the contribution to biodiversity of wildlife links will not be permitted unless no alternative site is reasonably available or appropriate mitigation is provided.

17.8 The applicant has submitted various ecological surveys of the site.

17.9 Natural England does not object to the application. The residential development includes areas of tree planting and informal open space. The country park extension includes the provision of an informal play area, allotments, new footpaths and new planting.

17.10 The Biodiversity Officer has advised that the site is within a wildlife corridor and adjacent to two Local Wildlife Sites, a Local Nature Reserve and a Site of Local Conservation Importance. The surrounding habitat therefore provides aquatic and terrestrial habitat for great crested newt and Hadrian Pond Watercourse to the south was designated for water voles. The ecological report states that the site proposed for housing is of low ecological value with few established features and habitats. No protected species were found within the housing site and most of the existing hedgerows are to be retained and incorporated into the landscape proposals.

17.11 The site provides habitat for up to 40 species of bird, 8 of which are red list and 9 are BAP species. The majority of these species were associated with habitats that are to remain. However any vegetation removal should not take place during the breeding season (Mar – Sept). The survey also proposes the creation of mown skylark plots in areas of coarser grassland to the southern area. These are included in the plans. Conditions are proposed to ensure the development is acceptable in terms of biodiversity.

17.12 A key issue is to ensure that the management of the Country Park extension is adequate and considers wildlife. Discussions are on-going regarding a Management Plan to ensure the Country Park extension is appropriately managed in the short and long term. Details will be reported to committee.

17.13 Members need to determine whether the proposal will have an acceptable impact on ecology. It is officer advice that the proposal would provide ecological benefits.

18.0 Trees

18.1 Policy E14 states that the local planning authority will seek to protect and conserve existing trees and landscape features within the urban environment and will encourage new planting in association with development. Policy E23 states that the LPA will seek to protect and conserve mature trees and hedgerows and

encourage new planting. DCPS 6 sets out material planning criteria for landscape and environmental improvements.

18.2 The applicant has submitted an arboricultural impact assessment. This details that certain trees and short sections of certain hedges will need to be removed. Parts of hedgerows 12, 13 and 14 will need to be removed where the access roads cross through. Hedgerow 11 will be removed and a small group of shrubs (group 11). Two trees will need to be removed for site management reasons.

18.3 The Landscape Architect has advised that the proposal is acceptable subject to conditions.

18.4 Members need to determine whether the proposal will have a detrimental impact on trees. It is considered that given the proposed landscaping and the layout is acceptable.

19.0 Archaeology

19.1 NPPF refers to heritage assets and an appropriate desk based assessment should be undertaken if an archaeological heritage asset is to be affected. The applicant has undertaken a desk based assessment.

19.2 Policy E19 of the UDP states that Local Planning Authorities will protect the sites and settings of sites of archaeological importance from damaging development and will seek to enhance the setting and interpretation of sites of archaeological importance.

19.3 The Tyne and Wear Archaeology Officer has been consulted and raises no objections subject to conditions. The applicant has submitted an additional archaeology report and the Tyne and Wear Archaeology Officer has recommended conditions. The existing pill box and battery accommodation at the site will be preserved.

20.0 Flood Risk

20.1 NPPF states that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment. The Technical Guidance to the NPPF sets out additional guidance to Local Planning Authorities to ensure the effective implementation of the planning policy set out in NPPF.

20.2 The site is in Flood Zone 1. A flood risk assessment has been provided for the development. The development incorporates a Sustainable Urban Drainage System and balancing ponds are proposed for this. The applicants have submitted a SUDS implementation and maintenance plan. They have stated that the surface water drainage design has been modelled based on a 100 year event and that the SUDS scheme has been designed to ensure there is no increase of flood risk elsewhere and will provide a betterment to the existing surface water drainage regime.

20.3 The Lead Flood Officer has advised no objections.

21.0 Contamination

21.1 NPPF states that the planning system should contribute to remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

21.2 UDP policy E3 states that the authority will seek to minimise the impact of pollution on the environment including existing land uses and on proposed development.

21.3 The developer has undertaken necessary surveys relating to contamination and indicated mitigation. The Environmental Health Officer (Contamination) has advised that the submitted contamination surveys are acceptable and one condition is recommended regarding further gas monitoring. The agent has submitted this further monitoring information and this has been forwarded to the Environmental Health Officer. Notwithstanding this additional information which has yet to be assessed, a condition is proposed for this purpose.

22.0 Agricultural Land

22.1 NPPF states that Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.

22.2 Agricultural Land Classification (ALC) is a standardised method for classifying agricultural land. Best and most versatile agricultural land is classified as grades 1 and 2 or subgrade 3a; whereas moderate, poor and very poor quality land is designated subgrade 3b or grades 4 and 5. The Agricultural Land Classification map for the Northern Region shows that the site has an ALC grade of 3. There is no differentiation made between subgrades 3a and 3b at the scale of map provided.

In addition, consent has already been granted for the development of this site.

23.0 Other issues

23.1 The applicants have advised that the proposal represents a capital investment of £92 million in North Tyneside associated with the construction of the new properties and that 186 new full time local jobs would derive from the 8 year construction period. In addition a New homes Bonus of £4.5 million (based on Council tax bands A to F) would result.

24.0 Developers Contributions

24.1 Central government has stated in the CIL Regulations 2010 that in seeking contributions for 106 agreements, there are three necessary tests.

- a) Whether the contributions are necessary to make the proposed development acceptable in planning terms,
- b) Whether they are directly related to that development,

c) Whether they are fair and reasonably related in scale and kind to the development.

24.2 In addition, Regulation 122 of the Community Infrastructure Levy (CIL) Regulations, which came into force on 6 April 2010 makes it unlawful for a planning obligation to be taken into account in determining a planning application, if it does not meet the three tests set out.

24.3 UDP policy DC4 states that where it can be demonstrated that it is a necessary requirement for planning permission to be granted, agreement will be sought with the developer to enter into a planning obligation/agreement or to make a financial contribution towards infrastructure or other essential elements to facilitate the scheme including:

Access road, footpaths, car parks, provision for cyclists, bus lay-by's.
Drainage proposals both foul and surface water.
Social, recreational and community facilities.
Open space, footpaths, access to the countryside.
Provision of and access to wildlife sites, ponds etc.
Provision of affordable or special need housing.

24.4 The Council adopted Supplementary Planning Document on 'Planning Obligations' and is considered a material consideration of substantial weight. The applicants have submitted a viability appraisal which has been independently assessed on behalf of the Council. This states that the following contributions can be sought and make the development affordable:

- Affordable Housing: the applicant is proposing 115 affordable houses to be provided on site, representing 25% of the total housing provision.
- Primary School Education Contribution: £1,470,150.00 towards a new primary school in North Tyneside
- Secondary School Education Contribution: £836,000.00 towards the cost of providing additional places at existing secondary schools in North Tyneside
- Employment and Training Contribution: £100,000.00 towards provision of employment and training opportunities in North Tyneside
- Bus Service Contribution: £360,000.00 extension to the existing bus routes within the vicinity of the development
- Health Contribution: £222,640.00 towards the provision of increased clinical space in the vicinity of the development
- Air Quality Monitoring Contribution: £10,000.00 towards monitoring of air quality associated with the development
- Country Park Extension: to be implemented and managed by The Northumberland Estates
- Travel Plan and Travel Plan Mitigation Sum: £100,000.00 to be deposited to the Council, in the event agreed targets in the Travel Plan are not achieved

24.5 Members need to consider whether the contributions are acceptable in planning terms, directly related to that development and are fair and reasonably related in scale and kind to the development.

25.0 Financial Considerations

25.1 Section 143 of The Localism Act 2011 states that in dealing with planning applications local authorities are to have regard to the development plan, local financial considerations and any other material considerations. "Local finance consideration" means within the Act a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown, and this would include the New Homes Bonus.

25.2 The Government pays New Homes Bonus to local authorities to assist them with the costs of housing growth. The payments are based on the net addition to the number of dwellings delivered each year, with additional payments made to encourage bringing empty homes back into use, and the provision of affordable homes. Granting consent for new dwellings therefore increases the amount of New Homes Bonus which the Council will potentially receive. In North Tyneside, for the net increase in dwellings 2010-11 the Council will receive around £1250 per dwelling per year for six years from 2012/13.

25.3 Members should give appropriate weight amongst all other material considerations, to the benefits accrued to the Council as a result of the monies received from central government. It is officer advice that they are.

26.0 Conclusion

26.1 Members should consider carefully the balance of issues before them and the need to take into account the most recent National policy within NPPF and the weight to be accorded to this. Specifically NPPF states that Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible.

26.2 A core planning principle within NPPF requires that every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.

26.3 It continues that where a development plan is absent, silent or relevant policies are out of date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

26.4 Without a five year housing land supply for the borough, there is a clear need to bring forward housing sites, and this has been reaffirmed by most recent appeal decisions. This requirement is reinforced by most recent government policy within NPPF, where the emphasis is to encourage sustainable development and economic growth.

26.5 The site has an existing extant consent for housing development. This proposal provides 115 affordable houses and other relevant contributions. It is therefore recommended for approval subject to the conditions set out and a S106 legal agreement.

RECOMMENDATION: Minded to grant legal agreement req.

It is recommended that members indicate that they are minded to grant this application subject to the conditions set out or any subsequent amendments, omissions or additional conditions and to grant plenary powers to the Head of Environment, Housing and Leisure to determine the application following the completion of the S106 Agreement to secure the following:

- 25% affordable housing on site provision
- Air Quality Monitoring Contribution - £10,000.00 towards monitoring of air quality associated with the development;
- Bus Service Contribution - £360,000.00 extension to the existing bus routes within the vicinity of the development;
- Country Park Extension - to be implemented and managed by The Northumberland Estates;
- Employment and Training Contribution - £100,000.00 towards provision of employment and training opportunities in North Tyneside;
- Health Contribution - £222,640.00 towards the provision of increased clinical space in the vicinity of the development;
- Primary School Education Contribution - £1,470,150.00 towards a new primary school in North Tyneside;
- Secondary School Education Contribution - £836,000.00 towards the cost of providing additional places at existing secondary schools in North Tyneside;
- Travel Plan
- Travel Plan Mitigation Sum - £100,000.00 to be deposited to the Council, in the event agreed targets in the Travel Plan are not achieved.

Members are also recommended to authorise the Head of Law and Governance to undertake all necessary procedures under section 278 of the Highways Act 1980 to obtain the following highway improvements:

- Provision of new shared use cycle/pedestrian footway from Francis Way to Holystone roundabout
- Provision of a new roundabout junction at the proposed site access where it joins the A191 Holystone Way
- A191 Holystone Way - additional westbound lane between the new roundabout and Wheatsheaf Roundabout.
- Provision of new shared use cycle / pedestrian footway from the new roundabout (A191 Holystone Way) to the existing access to Rising Sun Country Farm (A191 Whitley Road)
- Wheatsheaf Roundabout - re-configure the roundabout and widening the A191 Whitley Road to provide a left filter lane and new pedestrian/cycle crossing facilities on the west bound lane.
- Wheatsheaf Roundabout - re-configure the roundabout to provide a two lane exit, merging into a single lane on Holystone Way beyond the light controlled pedestrian crossing. Re-configure the existing light controlled pedestrian crossing to provide a staggered toucan crossing and alterations to existing footway to accommodate pedestrian/cycle shared use.

Enclosures layout 1N/SCA/SK-10 to SK13

3. Restrict Hours No Construction Sun BH HOU04 *

4. Prior to the installation of any surfacing materials, a schedule, and/or samples, of all surfacing materials as shown on the approved plans 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 secure a satisfactory external appearance having regard to policies H11 and DCPS 14 of the North Tyneside Unitary Development Plan 2002.

5. Notwithstanding any indication of materials which may have been given in the application, prior to the development commencing on each phase, no construction of any dwellings above damp proof course shall take place within each phase until a schedule and/or samples of the materials and finishes for buildings within that phase of the development has/have been 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 secure a satisfactory external appearance having regard to policies H11 and DCPS 14 of the North Tyneside Unitary Development Plan 2002.

6. Prior to the development commencing on each phase no construction of any dwellings shall take place until plans of the site showing the existing and proposed ground levels and levels of thresholds and floor levels of all proposed buildings for that phase have been 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 is required from the outset of development in order 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 having regard to policy H11 of the North Tyneside Unitary Development Plan 2002.

7. Prior to the development commencing on each phase no groundworks or development shall commence in the housing site until a second phase of archaeological excavation has been completed on the line of the two waggonways. This shall be carried out in accordance with a specification to be agreed in writing by the Local Planning Authority. No buildings/dwellings shall be occupied/brought into use until the final report of the results of the archaeological fieldwork undertaken has been submitted to and approved in writing by the Local Planning Authority.

Reason: In view of the history of the site and in order to have regard to any archaeology present at the site.

8. No groundworks or development shall commence in the areas to be landscaped as an extension to Rising Sun County Park until a full programme of archaeological fieldwork (to include a survey of ridge and furrow earthworks, evaluation trial trenching and where appropriate mitigation excavation) has been completed. This shall be carried out in accordance with a specification to be agreed in writing by the Local Planning Authority. Within six months of the completion of the archaeological work, the final report of the results of the archaeological fieldwork undertaken shall be:

a) Produced in a form suitable for publication in a suitable and agreed journal; and

b) Submitted to and approved in writing by the Local Planning Authority prior to submission to the editor of the journal.

Reason: In view of the history of the site and in order to have regard to any archaeology present at the site.

9. The World War 2 pillbox as shown on the approved plans shall be retained. Prior to the first occupation of the development details for the maintenance of the pillbox and for the installation of an interpretation panel shall be submitted to and agreed in writing by the Local Planning Authority. The approved interpretation panel shall be installed on site to an agreed timescale and thereafter retained. The pillbox shall thereafter be maintained in accordance with the approved details.

Reason: In view of the history of the site and in order to have regard to any archaeology present at the site.

10. No landscaping works to the Country Park extension area shall commence until a Bird Management Plan for the Rising Sun Country Park extension area has been submitted to and approved in writing by the Local Planning Authority. The Bird Management Plan shall include the recommendations set out within the Food and Environment Research Agency report 'Birdstrike Risk Assessment for Rising Sun, Scaffold Hill', and shall include a proposal for continued bird monitoring following the completion of the country park extension. The Bird Management Plan shall be implemented as approved.

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

11. Prior to the construction of any dwellings an additional four rounds of gas monitoring shall be undertaken and the details submitted to and approved in writing by the Local Planning Authority. The details shall include laboratory bulk gas analysis to identify the gases that are causing the depleted oxygen. An interpretative report of the additional monitoring is required to be submitted and agreed by the LPA along with any required mitigation measures. Any required mitigation measures shall be incorporated into the development.

Reason: In order to minimise pollution risk, having regard to Policy E3 of the North Tyneside Unitary Development Plan.

12. The mineshaft treatment works as detailed in the Additional Mineshaft Investigation Report (May 2014, prepared by WSP Environmental Ltd) shall be carried out prior to the commencement of construction works on the site.

Reason: In the interests of land stability.

13. Prior to the development commencing on each phase a surface water drainage scheme for the site and details of the timing of its implementation shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall also include details of how the scheme shall be maintained and managed after completion and the management shall be undertaken in accordance with that scheme. The scheme shall be implemented in accordance with the approved details.

Reason: This is required from the outset of development in order to ensure that the site is satisfactorily drained.

14. Prior to the commencement of development details of the phasing of the Country Park road alteration and new access route, landscaping and habitat works and the recreation facilities and allotments and other associated Country Park extension works shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed phasing.

Reason: In order to ensure the timing of the works occurs in a satisfactory manner, as required from the outset of the development to ensure the habitat and recreation works are carried out in an appropriate timescale

15. Prior to occupation of any dwelling in each phase on plots adjacent to the A191 hereby approved, details of the acoustic specification of acoustic glazing to be provided for the western facades of all living rooms and bedrooms of dwellings on those plots within each phase, shall be submitted to and approved in writing by the Local Planning Authority. The glazing shall be fitted to ensure a good internal noise level in accordance with BS5228 of 35dB during the day and 30 dB during the night. The details shall be implemented prior to occupation of the relevant dwellings and thereafter retained. Acoustic glazing must meet a minimum R_w of 35 dB.

Reason: In order to protect the properties from noise pollution, having regard to Policy E3 of the North Tyneside Unitary Development Plan.

16. Prior to occupation of any dwelling within each phase on plots adjacent to the A191 hereby approved, the ventilation scheme for habitable rooms of those plots within that phase must be submitted to and approved in writing by the Local Planning Authority and thereafter implemented prior to occupation of the relevant dwelling to ensure an appropriate standard of ventilation that meets as a minimum System 3 of Table 5.2 of Approved Document F or mechanical ventilation. The details shall thereafter be retained.

Reason: In order to protect the properties from noise pollution, having regard to Policy E3 of the North Tyneside Unitary Development Plan.

17. Prior to occupation of any dwelling in each phase on plots adjacent to the A191 hereby approved and notwithstanding the approved plans, the details of location, heights and design of minimum 2.5m to 3m overlapping acoustic fencing to be installed and visual landscaped screening and one metre mound with

hedge and any other screening serving the houses facing the A191 must be submitted to and approved in writing by the Local Planning Authority and thereafter installed prior to occupation of each of the relevant houses to which the condition relates within that phase and thereafter retained. This must be supported by appropriate barrier calculations or modelling to ensure compliance with the world health organisation community noise level of 55dB.

Reason: In order to protect the properties and their gardens from noise pollution, having regard to Policy E3 of the North Tyneside Unitary Development Plan.

18. Prior to occupation of any dwelling on plots adjacent to the A19 hereby approved, details of the acoustic specification of acoustic glazing to be provided for the western facades of all living rooms and bedrooms adjacent to A19 shall be submitted to and approved in writing by the Local Planning Authority. The details shall be implemented prior to occupation of each of the dwellings to which the condition relates and thereafter retained. The details shall ensure a good internal noise level in accordance with BS5228 of 35dB during the day and 30 dB during the night. Acoustic glazing must meet a minimum R_w of 35 dB or above.

Reason: In order to protect the properties from noise pollution, having regard to Policy E3 of the North Tyneside Unitary Development Plan.

19. Prior to occupation any dwelling on plots adjacent to the A19 hereby approved, the ventilation scheme for habitable rooms facing towards the A19 must be submitted to and approved in writing by the Local Planning Authority. The details shall be implemented prior to occupation and thereafter retained to ensure an appropriate standard of ventilation that meets as a minimum System 3 of Table 5.2 of Approved Document F or mechanical ventilation.

Reason: In order to protect the properties from noise pollution, having regard to Policy E3 of the North Tyneside Unitary Development Plan.

20. Prior to occupation of any dwelling within each phase adjacent to the A19, full details of the acoustic mound and overlapping acoustic fence of minimum 5 metre height must be submitted to approved in writing by the Local Planning Authority together with details of the overlapping acoustic fencing to boundary of gardens to all houses adjacent to the A19 within that phase to ensure compliance with the world health organisation community noise level of 55 dB. This must be supported by appropriate barrier calculations or modelling. The details shall be implemented prior to occupation of any plot adjacent to the A19 and thereafter retained.

Reason: In order to protect the properties from noise pollution, having regard to Policy E3 of the North Tyneside Unitary Development Plan.

21. Prior to occupation of any dwelling the parking, garaging and manoeuvring indicated on the approved plans for that dwelling shall be laid out prior to the initial occupation of that dwelling and retained thereafter. The visitor parking for that phase shall be laid out prior to the occupation of any dwelling within that phase and retained thereafter.

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 H11 and DCPS 14 of the North Tyneside Unitary Development Plan 2002.

22. Prior to the development commencing on each phase details of the adoptable estate roads and footways shall be submitted to and approved in writing by the Local Planning Authority and no dwelling shall be occupied until the estate roads which provide access to it from the existing highway have been laid out and constructed in accordance with the approved details.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the development having regard to policy DCPS 14 of the North Tyneside Unitary Development Plan 2002.

23. New Access Access Before Devel ACC10 *H11

24. Exist Access Closure Misc Points By ACC17 *3

25. No dwellings shall be occupied within each phase until an area has been laid out within the site for refuse vehicles serving those vehicles to turn in accordance with the approved drawing and that area shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off and turn clear of the highway thereby avoiding the need to reverse onto the public highway having regard to policy H11 of the North Tyneside Unitary Development Plan 2002.

26. No occupation of any dwellings shall commence within each phase until details of traffic calming measures to 20mph have been 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 enable the Local Planning Authority to retain control over the provision of traffic calming to secure a satisfactory standard of development and in the interests of highway and pedestrian safety having regard to policy H11 of the North Tyneside Unitary Development Plan 2002.

27. Prior to the development commencing on each phase details of the disposal of surface water from the highway, footpaths and other hard surfaces within that phase have been approved in writing by the Local Planning Authority and no dwelling shall be occupied until the works for the disposal of surface water have been constructed in accordance with the approved details.

Reason: To provide a satisfactory means of surface water drainage having regard to policy H11 of the North Tyneside Unitary Development Plan 2002.

28. No development of each phase shall take place until details of facilities to be provided for the storage of refuse at that phase have been submitted to and approved in writing by the Local Planning Authority. The facilities, which should also include the provision of wheeled refuse bins, shall be provided in

37. Notwithstanding the Framework Travel Plan submitted, the Travel Plan shall be developed as set out and implemented in accordance with the details submitted.

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

38. No construction shall commence until a scheme for the main internal estate road designed to accommodate buses has been submitted to and approved in writing by the Local Planning Authority. Thereafter, this scheme shall be implemented in accordance with the approved details.

Reason: To improve public transport accessibility to the site.

39. Notwithstanding the details submitted a scheme indicating locations/provision of bus stops and associated lining and signage within the development must be submitted to and approved in writing by the Local Planning Authority prior to works commencing onsite. The approved scheme shall be implemented and made available for use in accordance with timescales to be agreed with the Local Planning Authority.

Reason: In the interests of highway safety and the promotion of sustainable transport

41. Notwithstanding the details submitted, prior to the development commencing on each phase full details (i.e. routing, construction details & associated signage and waste bins) of the proposed new and improved routes (i.e. footpaths, multi user routes etc.) have been submitted and approved in writing by the Local Planning Authority. The approved new routes shall be carried out within a timescale to be agreed with the LPA.

Reason: To improve accessibility to the adjacent highway network.

42. Notwithstanding the details submitted the development shall not begin until full details of the proposed alterations (i.e. closure and diversions) to the existing public rights of way network within each phase and the Country Park Extension have been submitted and approved in writing by the Local Planning Authority.

Reason: In order to minimise danger, obstruction and inconvenience to users of the public rights of way network.

43. Notwithstanding the submitted plans, prior to the commencement of any works to the field to the north of the Rising Sun Countryside Centre, details of these works including the levelling and drainage of the field and any new means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the timing for the works. The scheme shall be carried out in accordance with the approved details.

Reason: In order to ensure the development is carried out in a satisfactory manner.

44. No development shall commence until a scheme for the highways improvements at the new roundabout site access has been submitted to and agreed in writing by the Local Planning Authority. The approved highways

improvement works shall be carried out within a timescale to be agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to mitigate the traffic impacts of the development.

45. No development shall commence until a scheme for the additional westbound lane on the A191 Holystone Way from the new roundabout to the Wheatsheaf Roundabout has been submitted to and agreed in writing by the Local Planning Authority. The approved highways improvement works shall be carried out within a timescale to be agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to mitigate the traffic impacts of the development.

46. No development shall commence until a scheme for the highways improvements at the Wheatsheaf Roundabout has been submitted to and agreed in writing by the Local Planning Authority. This shall incorporate the re-configuration and widening the A191 Whitley Road to provide a left filter lane and new pedestrian/cycle crossing facilities on the west bound lane and re-configuration of the roundabout to provide a two lane exit, merging into a single lane on Holystone Way beyond the light controlled pedestrian crossing. It shall also include the re-configuration of the existing light controlled pedestrian crossing to provide a staggered toucan crossing and alterations to existing footway to accommodate pedestrian/cycle shared use.

Reason: In the interests of highway safety and to mitigate the traffic impacts of the development.

47. No development shall commence until a scheme for the highways improvements at the A191 Whitley Road/Chollerton Drive/Asda Roundabout has been submitted to and agreed in writing by the Local Planning Authority. The approved highways improvement works shall be carried out in accordance with a timetable to be agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety and to mitigate the traffic impacts of the development.

48. Prior to the commencement of development of the Country Park extension, details of the new access route from the Rising Sun Countryside Centre to the new roundabout on the A191 Holystone Way shall be submitted to and agreed in writing by the Local Planning Authority. The details shall include the timing of its construction, its location, construction and an ecological survey assessing any impacts to existing habitats and protected species as well as mitigation for any impact. The development shall be carried out in accordance with the approved details and timescale.

Reason: In the interests of highway safety and biodiversity.

49. The development of each phase shall not begin until details of the adoptable estate roads, footways and cycleways have been submitted to and approved in writing by the Local Planning Authority. The details shall include a scheme for a shared-use footway-cycleway with associated street lighting from Francis Way to Holystone Roundabout. The approved details shall be carried out

within a timescale to be agreed in writing by the Local Planning Authority and no dwelling shall be occupied until the estate roads which provide access to it from the existing highway have been laid out and constructed in accordance with the approved details.

Reason: In the interests of highway safety.

50. No development shall commence until a scheme for the highways improvements at the A191 Whitley Road/A186 Station Road Roundabout has been submitted to and agreed in writing by the Local Planning Authority. The approved highways improvement works shall be carried out within a timescale to be agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and to mitigate the traffic impacts of the development.

51. No development shall commence until details, including a timetable for implementation, of a highway mitigation scheme for signal phasing at A19 Holystone Interchange has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed timetable.

Reason: In the interests of highway safety and to mitigate the traffic impacts of the development.

52. All existing hedges or hedgerows shall be retained, unless shown on the approved drawings as being removed. All hedges and hedgerows on and immediately adjoining the site shall be protected from damage for the duration of works on the site in accordance with British Standard BS 5837:2012. Any parts of hedges or hedgerows removed without the Local Planning Authority's prior approval or which die or become, in the opinion of the Local Planning Authority, seriously diseased or otherwise damaged within five years following contractual practical completion of the approved development shall be replaced as soon as is reasonably practicable and, in any case, by not later than the end of the first available planting season, with plants of such size and species and in such positions as may be agreed in writing by the Local Planning Authority. Such hedges shall be retained and maintained thereafter.

Reason: In order to protect the existing hedgerows on the site, having regard to Policy E14 of the North Tyneside Unitary Development Plan.

53. No development shall commence until details, including a timetable for implementation, of a highway mitigation scheme for provision of a new shared use cycle/ pedestrian footway from the new roundabout (A191 Holystone Way) to the existing access to Rising Sun Country Farm (A191 Whitley Road has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the agreed timetable.

Reason: In the interests of highway safety.

54. No development shall commence until a scheme for the highways alterations to the Rising Sun Country Park access road has been submitted to and agreed in writing by the Local Planning Authority. The approved highways improvement works shall be carried out within a timescale to be agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and biodiversity.

55. The existing trees on site to be retained shall be protected in accordance with the submitted Arboricultural Impact Assessment (AIA), Arboricultural Method Statement (AMS) and Tree Protection plan (TPP)

Reason: In order to protect the existing trees on the site, having regard to Policy E14 of the North Tyneside Unitary Development Plan.

56. All planting, seeding or turfing comprised in the landscaping details hereby approved shall be carried out in the first planting and seeding seasons following the occupation of the buildings/dwellings in each phase or the completion of the development in each phase, whichever is the sooner, and any trees or plants which, within a period of five years from the completion of the development, 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 approval to any variation.

Reason: In the interests of visual amenity and ecology, having regard to Policy E14 of the North Tyneside Unitary Development Plan.

57. Prior to the commencement of development of the Country Park extension details of the eco hides and the timing of their implementation shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of biodiversity, having regard to Policy E12/6 of the North Tyneside Unitary Development Plan.

58. Any development on-site and vegetation clearance shall not take place during the bird breeding season (March to August inclusive), unless a checking survey by an appropriately qualified ecologist has confirmed that no active nests are present immediately prior to works.

Reason: In the interests of biodiversity, having regard to Policy E12/6 of the North Tyneside Unitary Development Plan.

59. Prior to the commencement of development of the Country Park extension details of bird and bat boxes and the timing of their installation shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of biodiversity, having regard to Policy E12/6 of the North Tyneside Unitary Development Plan.

60. A Badger Working Method Statement shall be submitted to and approved in writing by the Local Planning Authority for the protection of badgers during construction prior to development commencing. This shall ensure that deep excavations are fenced off or escape ramps provided. The development shall be carried out in accordance with the agreed scheme.

Reason: In the interests of biodiversity, having regard to Policy E12/6 of the North Tyneside Unitary Development Plan.

61. A Great Crested Newt working Method Statement shall be submitted to and approved in writing by the Local Planning Authority before the commencement of development to ensure that all works are undertaken carefully to ensure there will be no potential impacts on this species. The development shall be carried out in accordance with the approved method statement.

Reason: In the interests of biodiversity, having regard to Policy E12/6 of the North Tyneside Unitary Development Plan.

62. Details on the protection, enhancement and management of all existing ponds and wetlands shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. This shall include details of all new ponds and scrapes including cross sections to show depths and profiles. This shall include provision for hydrological surveys to show the success of these wetlands.

Reason: In the interests of biodiversity, having regard to Policy E12/6 of the North Tyneside Unitary Development Plan.

63. Prior to the commencement of the development, details of amphibian hibernacula on the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To enable the Local Planning Authority to encourage biodiversity and having regard to policy E12/6 of the North Tyneside Unitary Development Plan 2002.

64. Prior to the commencement of development of the Country Park extension, details of habitat management including vegetation management and biodiversity enhancements along the Wallsend Dene watercourse shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out and managed thereafter in accordance with the approved details.

Reason: To enable the Local Planning Authority to encourage biodiversity and having regard to policy E12/6 of the North Tyneside Unitary Development Plan 2002.

65. The development of the Country Park extension hereby permitted shall be landscaped and planted in accordance with a fully detailed scheme which shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development.

Reason: In the interests of amenity and biodiversity and to ensure a satisfactory standard of landscaping having regard to policy E14 and E12/6 of the North Tyneside Unitary Development Plan 2002.

66. Prior to the commencement of development of the Country Park extension, a management plan for the long-term management of the landscaping, ponds and wetland areas on the site shall be submitted to and approved in writing by the Local Planning Authority. This shall also include a 5-year ecological monitoring strategy to ensure the management of the Rising Sun Country Park extension is having a positive ecological benefit. The development shall be carried out in accordance with the approved details and managed thereafter.

Reason: In the interests of biodiversity having regard to policy E12/6 of the North Tyneside Unitary Development Plan 2002.

67. Prior to the commencement of development, the location and details of amphibian tunnels beneath the new estate roads shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of biodiversity having regard to policy E12/6 of the North Tyneside Unitary Development Plan 2002.

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 Paragraphs 186-187 of the National Planning Policy Framework.

Informatives

Contact ERH Construct Highway Access (I05)

Contact ERH Path Bridleway Xs Site (I07)

Contact ERH Works to Footway (I08)

No Doors Gates to Project Over Highways (I10)

Do Not Obstruct Highway Build Materials (I13)

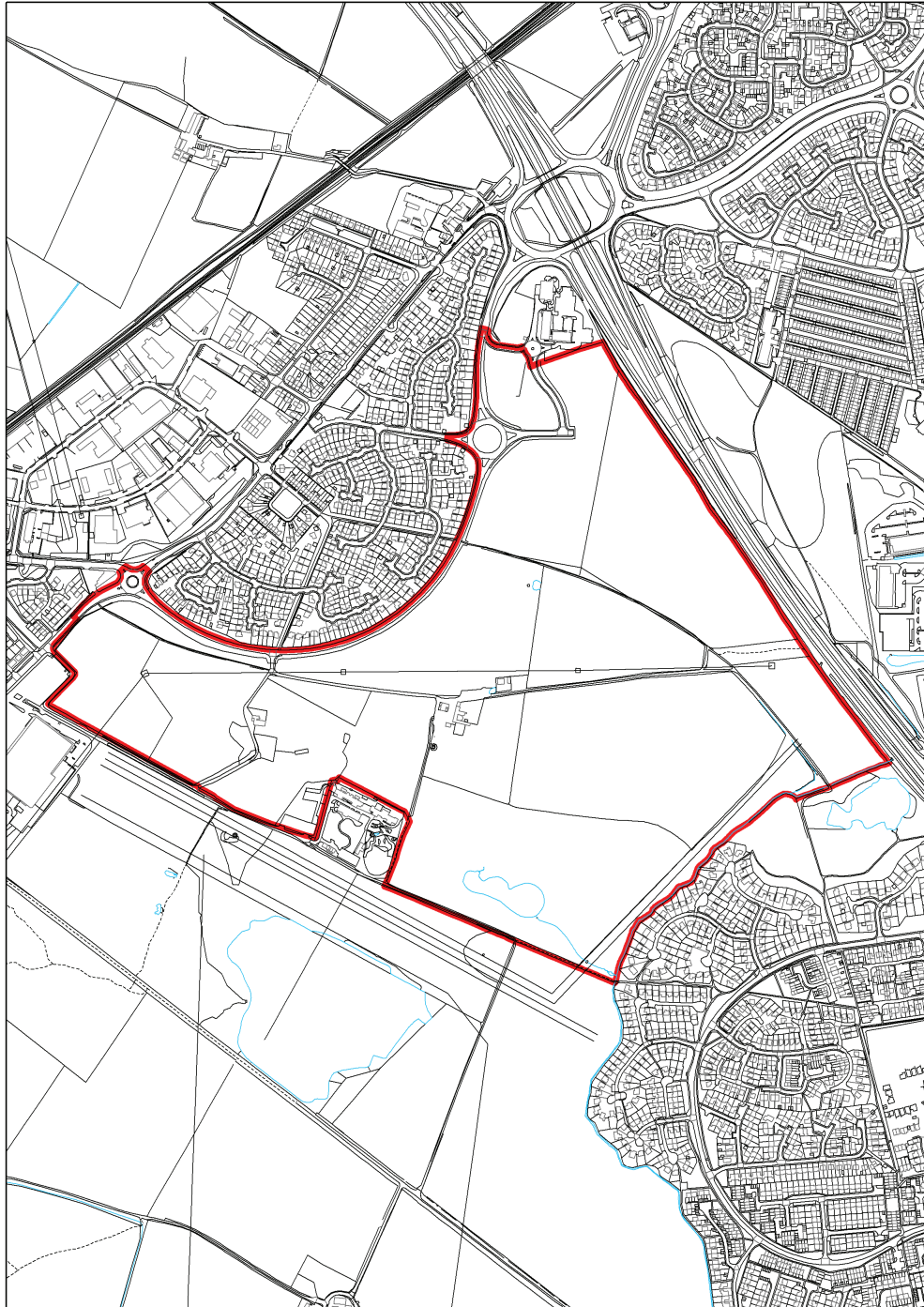
Street Naming and numbering (I45)

Highway Inspection before dvlpt (I46)

Free and full access to the Public Right of Way network is to be maintained at all times. 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.

Prior to the commencement of works and upon the completion of the development the developer shall contact the council's Public Rights of Way Officer to enable a full inspection of the routes affected to be carried out. The developer will be responsible for the reinstatement of any damage to the network arising from the development.

The developer is advised to contact the council's Public Rights of Way Officer to discuss connectivity to the site into the surround Public Right of Way network.

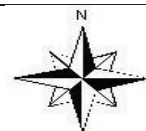


Application reference: 15/00945/FUL
Location: Land At, Scaffold Hill Farm, Whitley Road, Benton
Proposal: Residential development of 460 dwellings (use class C3) comprising of 115 affordable dwellings and 345 open market dwellings with associated access, infrastructure and engineering works. Extension to rising sun country park with associated habitat, landscape and recreational improvements

Not to scale

Date: 16.10.2015

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Item 5.1

Appendix 1 – 15/00945/FUL

Consultations/representations

1.0 Internal Consultees

2.0 Highways Network Manager

2.1 This application is for a residential development of 460 dwellings (use class C3) comprising of 115 affordable dwellings & 345 open market dwellings with associated access, infrastructure & engineering works, extension to the rising sun country park with associated habitat, landscape & recreational improvements.

2.2 A Transport Assessment (TA) was submitted as part of the planning application that analysed junctions in the vicinity of the site as well as the proposed site access. The TA acknowledges that some junctions are currently operating at or close to capacity and that the development will add traffic to the network. The developer has therefore agreed to the following off-site highway works:

- Provision of new shared use cycle/pedestrian footway from Francis Way to Holystone roundabout
- Provision of a new roundabout junction at the proposed site access where it joins the A191 Holystone Way
- A191 Holystone Way - additional westbound lane between the new roundabout and Wheatsheaf Roundabout.
- Provision of new shared use cycle/pedestrian footway from the new roundabout (A191 Holystone Way) to the existing access to Rising Sun Country Farm (A191 Whitley Road).
- Wheatsheaf Roundabout - re-configure the roundabout and widening the A191 Whitley Road to provide a left filter lane and new pedestrian/cycle crossing facilities on the west bound lane.
- Wheatsheaf Roundabout - re-configure the roundabout to provide a two lane exit, merging into a single lane on Holystone Way beyond the light controlled pedestrian crossing. Re-configure the existing light controlled pedestrian crossing to provide a staggered toucan crossing and alterations to existing footway to accommodate pedestrian/cycle shared use.
- Introduction of traffic signals with pedestrian/cycle crossing facilities and MOVA at the existing A191 Whitley Road/Chollerton Drive/Asda roundabout.
- A191 Whitley Road/A186 Station Road Roundabout - re-configure the roundabout to provide two lane straight head exits, merging into a single lane on Whitley Road North and South.
- Alterations to the existing access road to the Rising Sun Country Park, provision of a new egress road and introduction of a one way system with associated lining and signage.

2.3 In addition and following discussions with council officers the developer has also agreed to Section 106 payments totalling £460,000

- A sum of £360,000 to provide for the extension of a local bus service(s) or provision of a new bus service(s) into the development in order to secure a level of public transport service in line with the standards set out in LDD12
- The applicant will be required to enter into a bond for the sum of £100,000 to be released to the council if the targets to reduce traffic as set out in the Travel Plan targets are not met.

2.4 A Travel Plan (TP) was also submitted as part of the application. The TP aims to support accessibility to the site, and secure a 5% reduction in peak hour single occupancy car journeys from the site, through the introduction of the following measures:

- Provision of or extension to a local bus service to serve the development
- Welcome packs for new residents to promote walking and cycling routes and public transport
- Provision of a 1 month 'all zones' pass for use on local bus and Metro services
- Improvements to walking and cycling infrastructure to improve access to surrounding areas.
- A discount voucher for local cycle retailers
- Links to websites for public transport information and local amenities

2.5 The developer has committed to appoint a Travel Plan Co-ordinator, responsible for implementation of the TP, distribution of Welcome Packs and responding to queries on the TP. Officers will regularly monitor progress of the TP and if targets are not met following substantial completion, penalties will be invoked which will be ring-fenced for enhanced or alternative sustainable travel measures for the site by way of a bond.

2.6 The layout has been designed in accordance with current standards in terms of road and footpath widths, turning areas etc. and bus stops in the site to accommodate the bus service has been conditioned. Parking has also been provided in accordance with the maximum standards outlined in LDD12 and provision for the storage of cycles has been provided throughout the development.

2.7 There are currently a number of Public Rights of Way crossing the site which the applicant proposes to either upgrade or divert. It is considered that these can be diverted by the appropriate legal order at the cost of the applicant. The applicant also proposes to introduce a number of new routes and it is our view that the proposed amendments will further enhance accessibility within the site.

2.8 Whilst there are some highway improvements outlined above, it should be noted that further improvements to Holystone Interchange and the dualling of Holystone Bypass are being carried out as a result of another development at West Shiremoor. Furthermore, the existing access to the Rising Sun Country Park will be improved whereby the existing access will become entry only, the road will be realigned and will exit within the development and this is considered to be safer than the current arrangement.

2.9 For the above reasons outlined above and on balance we recommend that the application be approved subject to conditions.

Recommendation - Conditional Approval

The applicant will be required to formally close all roads and footways within the site that are no longer required under Section 247/257 of the Town and Country Planning Act 1990

The applicant will be required to formally close/divert all Public Rights of Way within the site that are no longer required or require temporary closure/diversion under Section 118/119 of the Highways Act 1980 (as amended).

The applicant will be required to enter into a Section 278 Agreements for the works as set out in 2.2 above.

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

- A sum of £360,000 to provide for the extension of a local bus service(s) into the development in order to secure a level of public transport service in line with the standards set out in LDD12
- The applicant will be required to enter into a bond for the sum of £100,000 to be released to the council if the targets to reduce traffic as set out in the Travel Plan targets are not met.

Conditions:

ACC02 - House Est: Details, Adopt Roads, No Occ
ACC10 - New Access: Access before Devel
ACC17 - Exist Access Closure: Misc Points, By *6 months
ACC25 - Turning Areas: Before Occ
ACC27 - Traffic calming measures to 20mph
DRN02 - Housing Est: Details, Road Drainage, No Occ
PAR04 - Veh: Parking, Garaging before Occ
REF01 - Refuse Storage: Detail, Provide Before Occ
SIT01 - Building Site Compound Storage
SIT02 - Building Site: Construction Access
SIT03 - Dust suppression
SIT04 - Lorry routeing

No development shall commence until a scheme for the provision of secure undercover cycle storage for residential use shall be submitted to and approved by in writing the Local Planning Authority. Thereafter, this scheme shall be implemented in accordance with the approved details before the development is occupied.

Reason: To comply with the Council's policy on cycle storage regarding residential dwellings.

No development shall commence until a scheme to provide visibility splays of 2.4m by 33m on internal junctions has been submitted to and approved by in writing the Local Planning Authority. Thereafter, this scheme shall be implemented in accordance with the approved details.

Reason: In the interests of highway safety.

Notwithstanding the Framework Travel Plan submitted, the Travel Plan shall be developed as set out and implemented in accordance with the details submitted.

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

No development shall commence until a scheme for the main internal estate road designed to accommodate buses has been submitted to and approved in writing by the Local Planning Authority. Thereafter, this scheme shall be implemented in accordance with the approved details.

Reason: To improve public transport accessibility to the site.

Notwithstanding the details submitted a scheme indicating locations/provision of bus stops and associated lining and signage within the development must be submitted to and approved in writing by the Local Planning Authority prior to works commencing onsite. The approved scheme shall be implemented and made available for use in accordance with timescales to be agreed with the Local Planning Authority.

Reason: In the interests of highway safety and the promotion of sustainable transport

No development shall commence until a revised scheme showing improved pedestrian/cycle routes within the site has been submitted to and approved in writing by the Local Planning Authority. Thereafter this scheme shall be laid out in accordance with the approved plan.

Reason: In the interests of highway safety.

Notwithstanding the details submitted, the development shall not begin until full details (i.e. routing, construction details & associated signage and waste bins) of the proposed new routes (i.e. footpaths, multi user routes etc.) have been submitted and approved in writing by the Local Planning Authority. The approved new routes shall be carried out within a timescale to be agreed with the LPA.

Reason: To improve accessibility to the adjacent highway network.

Notwithstanding the details submitted the development shall not begin until full details of the proposed alterations (i.e. closure and diversions) to the existing public rights of way network have been submitted and approved in writing by the Local Planning Authority.

Reason: In order to minimise danger, obstruction and inconvenience to users of the public rights of way network.

Informatives:

I05 - Contact ERH: Construct Highway Access

I07 - Contact ERH: Footpath/Bridleway X's Site

- I08 - Contact ERH: Works to footway.
- I10 - No Doors/Gates to Project over Highways
- I13 - Don't obstruct Highway, Build Materials
- I45 - Street Naming & Numbering
- I46 - Highway Inspection before dvlpt

Free and full access to the Public Right of Way network is to be maintained at all times. 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.

Prior to the commencement of works and upon the completion of the development the developer shall contact the council's Public Rights of Way Officer to enable a full inspection of the routes affected to be carried out. The developer will be responsible for the reinstatement of any damage to the network arising from the development.

The developer is advised to contact the council's Public Rights of Way Officer to discuss connectivity to the site into the surround Public Right of Way network.

3.0 Engineering Services (LLFA)

3.1 This application is for a residential development of 460 dwellings (use class C3) comprising of 115 affordable dwellings & 345 open market dwellings with associated access, infrastructure and engineering works, extension to The Rising Sun Country Park with associated habitat, landscape & recreational improvements

3.2 A Flood Risk Assessment (FRA) was submitted as part of the application and surface water will discharge into a nearby watercourse. The site is located in Flood Zone 1 and as such has a low risk of flooding. Surface water will be attenuated on the site and discharged at Greenfield runoff rates with capacity to accommodate water from a 1 in 100 year event with 30% allowance for climate change and subject to detailed design conditional approval is recommended.

Recommendation - Conditional Approval

Condition:

No development shall commence until details of a surface water management scheme have been submitted to and approved by in writing the Local Planning Authority. This scheme shall include details of future maintenance. Thereafter, this scheme shall be implemented in accordance with the approved details and before the development is occupied.

Reason: In the interest's surface water management

4.0 Manager of Environmental Health (Contamination)

4.1 I have read the LAND AT SCAFFOLD HILL: GROUND INVESTIGATION REPORT, Northumberland Estates 12/03/2014.

4.2 I can confirm that the report has shown all chemical testing results are below the current guideline levels and as such no remedial measures are required. However I note from the gas monitoring that a number of monitoring wells have shown significantly depleted oxygen levels. The consultant has stated that:

Assuming that the depleted oxygen levels observed are a consequence of displacement by low concentrations/volumes of ground gases, the 'shortfall' in carbon dioxide and / or methane and concentrations relative to the depleted oxygen may be a consequence of:

- 1. Consumption of oxygen within the borehole headspace due to microbial oxidation of methane; and,*
- 2. Dissolution of carbon dioxide within soil pore water and / or groundwater due to its high aqueous solubility (this may also account for carbon dioxide produced during aerobic breakdown of methane, as noted above).*

Additional monitoring and assessment may be required by the LPA to resolve the issue of depleted oxygen within these boreholes including, inter alia,:

Additional rounds of gas monitoring using portable infra-red gas analyser; and/or

Recovery of ground gas samples (via Tedlar bags or Gresham Tubes) for laboratory bulk gas analysis to establish the character/concentration of those gases accounting for the depleted oxygen.

4.3 There are 3 pre COPA landfill sites to the north east, north west and south west boundaries that have resulted in the whole site falling within a 250m buffer zone. Taking into account these potential sources and the location of two former mine shafts on the site an additional four rounds of monitoring are required. Also required is laboratory bulk gas analysis to identify the gases that are causing the depleted oxygen. An interpretative report of the additional monitoring is required to be submitted and agreed by the LPA.

Recommended condition:

4.4 Prior to commencement of development an additional four rounds of gas monitoring shall be undertaken and the details submitted in writing to the LPA. The details shall include laboratory bulk gas analysis to identify the gases that are causing the depleted oxygen. An interpretative report of the additional monitoring is required to be submitted and agreed by the LPA along with any required mitigation measures. Any required mitigation measures shall be incorporated into the development.

5.0 Landscape Architect

5.1 Initial comments

5.2 The site is located to the north of the Rising Sun Country Park and consists of open grassland and farmland, The fields are primarily agricultural with associated drainage ditches and mature hedgerows including sporadic trees delineating boundaries. Footpaths, bridleways and informal tracks provide recreational links east and west through the site connecting to the Country Park and residential

areas at Hadrian Park and Battle Hill. Vegetation consists of grasslands, agricultural fields (arable / grazing) and mature hedgerows. The more significant tree / woodland cover is associated around the Rising Sun Country Park Centre and site of the Scaffold Hill Farm. A number of water bodies are located within the site. Vehicular access to the site is gained from Holystone Way and Francis Way (A191). Additionally a small access track runs off from Holystone Way to the south of the site serving the Scaffold Hill Farm and neighbouring horse paddocks. A public footpath runs across the site from the existing residential area to the west through to Hadrian Park. The main features within the site are the overhead pylons, which dissect the site running east west.

5.3 Associated with the public access routes and defining field boundaries are mature hedging with irregular tree cover along the field boundaries. Scattered scrub / woodland is present along the northeast boundary with the A19. This includes species such as Hawthorn, Hazel, Holly, Sycamore, Ash, Crack Willow, Field Maple, Bird Cherry, Scots Pine, Silver Birch, Poplar, Crab Apple, Wych Elm and Alder, which have self set and spread throughout the extended field margins and wetland habitats. The scrubland also contains areas of thick under-storey planting including Brambles, Buddleia, Elder, Dog Rose and Gorse.

5.4 Outside the site, running along the edge of the A19 a linear band of structural planting occupies a raised embankment defining the east edge of the site comprising native coniferous and deciduous species giving year round screening and creates a strong linear feature. It is important that this planting is retained.

Landscape

5.5 In principle the mature hedgerows, trees and woodland will be retained. However a section of hedgerow to the north of the site (hedgerow 12 as per the AIA; most northern section) is to be removed (drawing 103368/8015). Earlier applications for this site included the retention of this hedgerow. The retention of this hedgerow would provide the final 'link' with the existing hedgerow line running south /north and the scrub /woodland to the A19. I think this is a valuable feature that should be retained thereby maintaining the green infrastructure for the development and links to the wider landscape. Other valuable landscape features (ponds, ditches and wet grassland) will be retained and enhanced to provide valuable habitat links within the site and the wider ecological networks. However I am concerned that the landscape to the site overall has been weakened from previous applications in particular to the boundary of the site adjacent to Holystone Way, where, in earlier applications, the landscape to this boundary was a key feature with wide verges and tree planting. This application proposes a fence line to the most south west corner of the residential site with no landscape proposed. Furthermore the landscape provision to the centre of the site has been reduced with the wildlife corridors reduced in width and areas omitted.

5.6 Whilst the introduction of new landscape features is welcome (in contrast to the what was on site originally) I am concerned that the level of planting has been reduced in area in comparison to an earlier application. For example the avenues of street tree planting has also been reduced in number with street trees becoming more isolated and small areas of open space have now been omitted.

The key landscape feature to the development is the retention and enhancement of the linear corridors and whilst the proposals are generous, I feel that some areas could be brought back in to make those connections and visually enhance the built form.

5.7 Section drawing LB4 shows a cross section through the new bund which runs alongside the A19. The cross section shows the bund to be planted with wildflower but the plan (103368/8015) shows this to be planted. I'm unclear as to what extent the existing planting is to be retained and what is proposed as new. It may be that the existing planting to the A19 hasn't been shown.

Arboricultural survey

5.8 An Arboricultural Impact Assessment (AIA), Arboricultural Method Statement (AMS) and Tree Protection plan (TPP) have been submitted in support of the application. The trees have been evaluated in accordance with BS5837:2012.

The trees are not within a Conservation Area nor protected by a Tree Preservation Orders (TPO). However, merit worthy trees have been shown for retention and are an important feature of the site making a contribution to wildlife and biodiversity. Therefore it is important that the trees identified for retention are adequately protected and suitably managed. It is unfortunate that a large mature tree (T8) has been removed from the site. The RPAs of the trees shown for retention has been modified to take into account existing structure such as road, footpaths etc and the predicted site specific root protection area has been shown on the plans. This is acceptable as the rooting area to be protected has not been decreased. the existing hedgerow is to be removed to facilitate the development although concerns about the removal of hedgerow 11 have already been raised. 2no trees are to be removed as part of site management and have been categorised as 'U' in accordance with BS5837. The TPP plan indicates the location of the protective fencing and the AIA details the type and height of the protective fence which is acceptable. All remaining trees are being incorporated into the final scheme. As long as the methods outlined in the supporting document are followed, no significant damage should occur during the construction phase and the inflation submitted to date is acceptable.

Further comments

5.9 Amended drawings have been submitted which address the majority of the issues raised originally and discussed at the meeting on 11th August.

5.10 Hedgerow 12 between 53-55/67 is to be retained in part which is acceptable. Whilst this hedgerow has not be retained in its entirety, the retention of a section of the hedgerow will go some way towards linking with the site with the existing planting to the A19.

5.11 There was originally some concern about the boundary of the site adjacent to Holystone Way, where, in earlier applications, the landscape to this boundary was a key feature with wide verges and tree planting. At the meeting it was discussed that road widening will affect the available space allowed to this boundary so any additional planting could not be achieved. A 'Hadrian hedge' to this boundary has been proposed which will provide a soft landscape treatment

to the transport corridor and provide a level of screening against rear fences which is an acceptable and unique landscape feature to the development.

5.12 There was also concern that the wildlife corridors to the centre of the site had been reduced in width and areas. However the landscape planting plans show a high level of detail with tree planting, wildflower seed mixes, a variety of shrub planting (natural mixes) and the retention of the existing hedgerow. I am happy with these proposals but just check with Jackie to make sure this meets with her expectations.

5.13 I believe the level of landscaping going back in is greater than existing and addressed some of the concerns in relation to the landscape planting detail.

5.14 The conditions should relate to the landscape being carried out in accordance with the plans and the existing trees on site to be retained to be protected in accordance with the Arboricultural Impact Assessment (AIA), Arboricultural Method Statement (AMS) and Tree Protection plan (TPP)

6.0 Manager of Environmental Health

6.1 I have viewed the revised noise survey. The noise survey was restricted to the A19 and A19/ A191 junction.

6.2 The current noise levels indicate the proposed housing will experience higher noise levels from A191 than the A19 due to distances from road source. I have viewed the previous approved plans against the new proposed plans and note that the gardens facing A191 are 4 metres from A191 compared to 10 metres from road. The gardens are therefore closer to the road.

6.3 The proposed housing about the A19 will be located approximately 20 metres from carriageway and will be provided with acoustic mound of 3 metres with 2 metre close boarded fence (minimum density of 1kg/m²) on embankment to provide noise mitigation for ground and first floor residential premises

6.4 I note that the new proposal shows dual carriageway rather than the single carriageway along the A191 and that the facades of houses will be closer to carriageway from the original scheme particularly about the Holystone Grange junction and I would suggest that consideration should be given to section 106 agreement for additional earth mound.

6.5 The consultant has viewed impact on existing houses based on traffic flows from the development alone and has indicated that the contribution on traffic from the development will have negligible impact on noise in the opening year 2018. Increase in traffic on A191 will occur due to housing developments that are under commission.. However the noise exposure levels at existing houses in 2018 will be elevated and such noise exposure levels should be avoided. I would recommend a contribution for noise mitigation measures for existing houses as well as traffic congestion should be considered in any section 106 agreement as each housing development will generate a cumulative impact on traffic and noise.

6.6 A plan showing noise modelled locations by numbering in table is required for clarity.

6.7 The changes in road position and closer proximity of houses will cause western facades of houses facing the A191 to be exposed to high noise level. which would adversely affect Residents if opening window will experience adverse internal noise level of 53 dB.

6.8 The daytime noise levels for internal spaces should aim for a level of 35 dB and night time of 30dB. . This will mean that houses to enjoy a reasonable internal noise level will need to keep windows closed and to be provided with a ventilation scheme that is able to be adjusted to cope with warm weather.

6.9 The consultant has shown that internal noise levels to meet the BS5228 can be achieved provided appropriate acoustic glazing and ventilation is provided.

6.10 I note that at night the traffic noise drops therefore I am happy to amend the glazing specified to Rw of 35 dB or above. I would however suggest that a ventilation scheme that allows for whole house ventilation is provided.

6.11 The external noise level for amenity use of western gardens facing the A191 even with mitigation measures of the Hadrian Hedge ,2.5 metre close boarded fence and 3 metre high close boarded fence to plots 221 to 225 and 237 indicate that noise levels will exceed the world health organisation community noise level for outdoor spaces of 55dB which is a trigger for causing serious annoyance. The external noise levels in gardens facing A191 to proposed houses ranged from 56 to 65 dB. A 10 dB in noise is a doubling in volume. I would suggest that this will cause an adverse impact on residential houses and households should not be exposed to adverse impacts and is contrary to the national planning policy framework to avoid noise from giving rise to significant adverse impacts

6.12 The report identifies that internal noise levels for bedrooms and living rooms facing the A19 with appropriate external mitigation measures and acoustic glazing and ventilation, will meet the indoor ambient noise levels for dwellings in accordance with BS8233:2014. This can be controlled with conditions.

6.13The report identifies via noise modelling that external noise at some amenity gardens adjacent to A19 may have noise levels above the amenity noise levels of 55 as recommended by the world health organisation however all modelled receptors were below the 55dB . It is considered that additional close boarded fencing to all gardens adjacent to A19 will ensure outdoor amenity standards are met.

6.14 This would again emphasis need for legal agreement for mitigation at source such as quieter road surface to A191 and improved mounding and screening. The mitigation measures should be determined in advance of this application to demonstrate compliance with external noise levels as this is a full application.

6.15 I have viewed the air quality survey.

6.16 The report indicates that with the development there will be no breach of the air quality objectives. The assessment considered the change in traffic flows with the cumulative impact of development from housing and existing housing developments

Traffic flows will increase and the previous application agreed to provide contribution towards air quality monitoring.

6.17 If planning is minded to approve, I would recommend the following conditions:

Prior to occupation, submit details of the acoustic specification of acoustic glazing to be provided for the western facades of all living rooms and bedrooms adjacent to A191, which must be approved in writing and thereafter fitted to ensure a good internal noise level in accordance with BS5228 of 35 during the day and 30 dB during the night. Acoustic glazing must meet a minimum R_w of 35 dB.

Prior to occupation, the ventilation scheme for habitable rooms facing towards the A191 must be submitted for approval in writing and thereafter implemented to ensure an appropriate standard of ventilation that meets as a minimum System 3 of Table 5.2 of Approved Document F or mechanical ventilation.

The details of location and heights of minimum 2.5 and 3 metre overlapping acoustic fencing to be installed and one metre mound with hedge serving the houses facing the A191 must be submitted for approval and thereafter installed prior to occupation of houses. This must be supported by appropriate barrier calculations or modelling to ensure compliance with the world health organisation community noise level of 55 dB.

Prior to occupation, submit details of the acoustic specification of acoustic glazing to be provided for the western facades of all living rooms and bedrooms adjacent to A19, which must be approved in writing and thereafter fitted to ensure a good internal noise level in accordance with BS5228 of 35 during the day and 30 dB during the night. Acoustic glazing must meet a minimum R_w of 35 dB or above.

Prior to occupation, the ventilation scheme for habitable rooms facing towards the A19 must be submitted for approval in writing and thereafter implemented to ensure an appropriate standard of ventilation that meets as a minimum System 3 of Table 5.2 of Approved Document F or mechanical ventilation.

Prior to occupation, the ventilation scheme for habitable rooms facing towards the A19 must be submitted for approval in writing and thereafter implemented to ensure an appropriate standard of ventilation that meets as a minimum System 3 of Table 5.2 of Approved Document F or mechanical ventilation.

The full details of acoustic mound and overlapping acoustic fence of minimum 5 metre height must be submitted together with details of overlapping acoustic fencing to boundary of gardens to all houses adjacent to the A19 to ensure

compliance with the world health organisation community noise level of 55 dB. This must be supported by appropriate barrier calculations or modelling

SIT03
HOU04

7.0 Biodiversity Officer

7.1 This development is within a wildlife corridor and adjacent to two Local Wildlife Sites, a Local Nature Reserve and a Site of Local Conservation Importance. Previous ecological reports have highlighted that ponds within and outwith the site contain low populations of great crested newt. The surrounding habitat therefore provides aquatic and terrestrial habitat for great crested newt and Hadrian Pond Watercourse to the south was designated for water voles.

7.2 The proposed housing development is within land that was previously designated on the old Unitary Development Plan as Open Space.

7.3 A housing scheme of this size is likely to have an impact upon the Rising Sun Country Park and put pressure on sensitive habitats within the site. The cumulative affects of this application and other local development proposals will also limit connectivity and isolate the Country Park, which currently has these open agricultural areas to act as buffer zones. It is therefore extremely important that appropriate mitigation is provided and conditioned as part of the planning process.

7.4 The ecological report states that the site proposed for housing is of low ecological value with few established features and habitats. No protected species were found within the housing site and most of the existing hedgerows are to be retained and incorporated into the landscape proposals.

7.5 I have the following comments to make on this application:

Birds

7.6 The site also provides habitat for up to 40 species of bird, 8 of which are red list and 9 are BAP species. The majority of these species were associated with habitats that are to remain. However any vegetation removal should not take place during the breeding season (Mar – Sept). If vegetation is to be removed then a checking survey by a qualified ecologist should be carried out first. This should be made a condition.

7.7 The survey also proposes the creation of mown skylark plots in areas of coarser grassland to the southern area. I'm pleased to see that these are now included in the plans as ground nesting birds such as skylark tend to lose out from developments such as these. However I do doubt the success of these plots as they are extremely close to hedges and trees, which ground nesting species tend to avoid. It is far more important that this pasture/ grazing land is managed correctly; it will then cater for these species better than these plots.

7.8 Eco Hides are also shown on the plans; details of their construction should be conditioned.

7.9 No vegetation removal will take place during the bird nesting season (March-August inclusive) unless a survey by a qualified ecologist has confirmed the absence of nesting birds immediately prior to development commencing.

Bat and Bird Boxes

7.10 Details of bird and bat boxes should be conditioned as part of the application. Details of bird and bat box designs, number and locations will be submitted to the Local Authority for approval prior to development commencing

Badger

7.11 No badgers were recorded on site. However a precautionary approach to construction should be taken and a method statement should be produced and conditioned. This will ensure that deep excavations are fenced off or escape ramps are supplied. A Badger Working Method Statement will be submitted to the Local Authority for approval prior to development commencing.

Great crested newts/ pond/ wetlands

7.12 Ponds, 4 and 5 previously had great crested newts present in surveys undertaken in 2010. Recent surveys (2014) showed no newts to be present in pond 4 (which is within the development site) or any of the other ponds previously surveyed, with a question mark over Pond 5 which had an eDNA survey performed but no other survey. The eDNA results for pond 5 were negative, however, are questionable, therefore it cannot be ruled out that there is a very low population (one or two individuals) in this pond. However, Pond 5 is outwith the development site and is approx 350m away from the southern edge of the development, therefore, it is considered that any risks to GCN would be negligible. A Great Crested Newt working Method Statement will need to be conditioned to ensure that all works are undertaken carefully to ensure there will be no potential impacts on this species. In addition, a GCN Method Statement will need to be incorporated into the Rising Sun Country Park Management plan to ensure all annual management and maintenance operations are undertaken to ensure there will be no adverse impacts on GCN.

7.13 Details on the protection, enhancement and management of all existing ponds and wetlands will need to be conditioned. In addition, details of all new ponds and scrapes will be required, these should include cross sections to show depths and profiles, and in addition hydrological surveys should be carried out to ensure the success of these wetlands.

7.14 Amphibian hibernacula are now proposed and will be created in habitat close to existing and new ponds. Details of these hibernacula should be conditioned.

7.15 Discussions were held and agreed with Northumberland Estates about the addition of amphibian tunnels beneath the new estate roads. This will provide connectivity between the new ponds and existing wetlands and habitat. Details and implementation will be required as part of planning conditions.

Water Vole

7.16 The 'Evaluation of Habitat Connectivity' report states that habitat management is proposed along the Wallsend Dene (known as Hadrian Pond Watercourse). Details and implementation of this work should be conditioned. Works should include vegetation management, re-profiling and general biodiversity enhancements.

Management

7.17 The main issue with this application will be the future management of the site. If the mitigation for the loss of Open Space and connectivity is to be adequate the management of the site must be sensitive to wildlife. A great deal of the mitigation will depend on long term management for it to be successful. Therefore a detailed long term management plan for the whole site must be agreed and conditioned. The management of the ponds and watercourses should also be included.

7.18 A large percentage of the 'Country Park' area is to be put over to pasture/ grazing. However unless managed correctly this can often be extremely poor habitat for wildlife. Therefore I would like to see some of the fields grazed for nature conservation purposes. Northumberland Wildlife Trust's 'Flexigraze' project should be used for this purpose. The existing meadows are presently overgrazed by horses and offer little value for wildlife. It is important that these new and existing pastures/ meadows are no longer overgrazed and that appropriate management regimes are established at an early stage

7.19 A detailed management plan for the Country Park and residential development should be conditioned. This must be agreed by the Local Planning Authority prior to commencement of development.

Monitoring

7.20 A 5 year ecological monitoring strategy should be put in place to ensure that the management is appropriate and is having a positive ecological benefit. This must be agreed with the Local Authority's Ecologist.

Bridleways/ footpaths

7.21 Bridleways and footpaths are shown on the Rising Sun Country Park Habitat Plan but we do not have specifications for these routes. At present they are simply desire lines and mown routes through the grasslands and I would wish most of them to remain like that. I would not like to see 3m wide tarmac paths with lighting around the ponds and open space. Details/specifications of new footpath and bridleways must be submitted to the Local Authority for approval prior to development commencing.

Improved Access Road

7.22 Details of the new Rising Sun access road should be submitted to the Local Authority for approval detailing existing habitats that will be impacted upon and replacement planting to mitigate for any impacts. An ecology survey must also be undertaken prior to any works commencing on the road, to assess any impacts to existing habitats or protected species and ensure that adequate mitigation is provided.

Landscaping

7.23 All landscaping within the Country Park and the residential areas will need to be conditioned along with tree and hedge protection measures. This must be agreed by the Local Authority prior to commencement of development.

8.0 Manager – School Organisation and Investment

Primary

8.1 The pupil population in the area around Scaffold hill already exceeds the capacity for education in the Holystone Primary School catchment area. It is therefore necessary to provide additional educational provision in this locality. The proposals approved by the council, and with the Developer, Northumberland estates, approved that the S106 contributions were necessary from this development and other developments in the area (Castle Park / Backworth Park / West Park) to contribute towards the provision of additional Primary School provision in the area by the relocation and Expansion of Backworth Park Primary School to a site within Backworth Park. The loss of any of this agreed funding would present the council with a shortfall in funds to support the delivery of this scheme and leave the development at risk of proceeding without sufficient Primary places to meet future demand.

Secondary

8.2 Though there is surplus accommodation in Secondary Schools at this time, our projections, excluding this and other recent and significant developments, indicate that by 2021/22 the Local authority will hold approximately 7% surplus places in the secondary system. The provision of any developments that would increase the secondary pupil population across the borough would need to ensure that funding exists to provide additional secondary provision when necessary.

9.0 Rising Sun Parks Manager

9.1 To date, North Tyneside Council have not received a sufficient level of detail from Northumberland Estates regarding the proposed development, management and maintenance of the extended Country Park. The Parks and Horticulture department area waiting further information on:

- Specification of the landscape improvements e.g: Footpath materials, widths, heights, finish of paths, roadways, fences, gateways, street furniture, bins, signage etc.
- Specification of the biodiversity elements e.g: Planting plans, reprofiling of site gradients, watercourse & pond formation, grazing plans, ditches etc.
- Identification of the various vegetative areas e.g: Recreation grass, long grass, wildflower meadow, whip planting, grazed field, hedgerow etc.

It has also not yet been agreed how the park will be managed and maintained by Northumberland Estates including:

- Weekly, monthly and annual maintenance schedules corresponding to the relevant detailed descriptions above. E.g. Frequency of cuts to grassland areas, hedge cuts, litter collection, bin collection, cleansing of signage, etc.

- A long term management action plan that identifies the future upkeep of the extended area for example:
- Repair and upkeep of footpaths and roadways
- All habitat management and maintenance
- Maintenance and repair of street furniture and infrastructure

9.2 In addition to the ongoing management and maintenance, it has not yet been agreed how the country park extension scheme will be monitored and evaluated, including:

- Monitoring and evaluation of biodiversity improvements e.g:
Habitat establishment surveys
Species establishment surveys
- Monitoring and evaluation of ongoing landscape maintenance e.g:
Partnership meetings scheduled with NTC
Review of landscape maintenance against the agreed schedules
A resolution procedure for maintenance issues
- Monitoring and evaluation of the construction elements of the site e.g.:
Scheduled inspections of footpaths, fences, street furniture, signage etc.

A great crested newt method statement needs to be incorporated into the management plan to ensure all maintenance works are undertaken carefully so this species and their habitat isn't disturbed or damaged.

Given the sensitivity of the site and the public amenity it provides, this information will need to be presented and agreed to ensure North Tyneside Council are in receipt of a high level of development, maintenance and management for park users/residents now and in the future. We are also awaiting detailed drawing plans of the various elements of the country park extension scheme.

10.0 Design Officer

10.1 The house types take a contemporary approach and there is a consistent and complimentary mix between the two developers. The street scenes demonstrate that the different development parcels will sit well together and contribute towards an overall vision for the site. Corner turner units are used to help define streets and spaces, however there are some areas on the main route where units do not directly face onto the street.

10.2 Boundary treatments within the site are well designed to enhance the public realm. The boundary treatments to the edges of the site are designed to create a sensitive rural edge treatment which contributes towards mitigating associated visual and noise impacts.

10.3 Apart from visitor car parking, all other road surfaces are proposed to be finished in dense bitmac. On a scheme this size I would expect there to be a different surface finishes at key points along the main route and on smaller roads to enhance the design.

10.4 There is a differing approach to the design of turning heads in the site layout depending on the developer. This has been raised with the applicant but not addressed in the application. The result is that some turning heads are over engineered and encroach into areas of open space.

10.5 The layout allows for ease of movement throughout the site and into the surrounding area. The layout is supported with a well designed landscape masterplan which integrates open space, existing hedgerows and new planting to provide a green framework throughout the site. This will help the development integrate into its surroundings. The extension to the Rising Sun Country Park will also bring benefits to existing and future residents.

10.6 Overall the scheme has been largely well planned although there are some areas where improvements could be made.

11.0 Employment and Training

11.1 North Tyneside Council is committed to improving job opportunities for local residents, especially those who are disadvantaged in the labour market. The Education to Employment Team Delivery Plan 2015-16 sets out the services contribution to achieving the relevant key objectives of the North Tyneside Council Plan, CYPL Plan and Creating a Brighter Future including objectives contained within the Ready for School, Work and Life programme. The plan takes account of key national policy drivers, including increasing educational attainment, quality of delivery in skills provision, an increasing relevance of education to the world of work and increasing the numbers of traineeships and apprenticeships available to our young people.

11.2 Current labour market statistics for North Tyneside confirms that only just over 69 thousand or 54% of 16-64 year olds in the Borough have a level 3 NVQ or above compared to 56% nationally. In terms of unemployment the North Tyneside claimant count for 18-24 year olds as at August 2015 was 4.7% where as the national figure is less than half at 2.2%.

11.3 North Tyneside's SPD5 allows the Council to address social and economic issues, and advocates the use of a Targeted Recruitment and Training (TRT) model to facilitate this process. The rationale for the use of TRT is set out in Para 5.3.5. of the SPD5. 106 contributions in the area of employment and training are designed to increase access to employment for residents by both increasing access to jobs, apprenticeship opportunities and or raising employability skills.

11.4 As stated above the current priority for the Authority is the creation of apprenticeship opportunities for local residents and as such the council would look to work with potential developers to bring forward opportunities in construction, landscaping and ancillary trades as part of any project. Any such opportunities would be made available to target groups within the Borough.

11.5 It is of course possible that the applicant decides it is not practical to commit to creating apprentice opportunities linked to the development of the site, and in line with Para 5.5.0 of SPD5, the Council would request a financial contribution in

order that we could develop employment/training initiatives with the aim of increasing apprenticeship opportunities that would benefit local residents.

11.6 In practical terms 106 funded interventions will look to ensure that local residents are up-skilled and thus better able to take advantage of future sustainable employment and or training opportunities.

11.7 In a wider justification using local labour reduces the need for travel which will help to ensure that developments in the Borough are more environmentally sustainable and thus in line with policy to reduce the Boroughs carbon footprint

12.0 Representations

13.0 Holystone Action Group

13.1 On behalf of Holystone Action Group (H.A.G.) I wish to raise the following points:

13.2 The application moves away from the original application. The original application was rejected by the Local Planning Committee but that decision was overturned on Appeal. Part of the Appeal decision was based on the commercial (employment) aspect of the original application. Any loss of potential employment opportunities in the borough should be opposed. The originally-proposed jobs would have been highly-likely to have been for local people. Developers' representatives accepted at the public consultation that the reason for the proposed increase in density of housing was purely profit-related and was thus not considering loss of employment opportunity.

13.3 One of the applicants has a documented history of applying to increase housing density from the original application and this is again happening here. The representative of Bellway refused to give any assurance at the public consultation that they would not further apply to increase housing density, stating only that it would depend on 'market conditions at the time'. Any increase in density will inevitably have an impact on the already over-stretched road network in the area, potentially endangering public safety – particularly that of pedestrians trying to cross Holystone Way.

13.4 There was considerable discussion surrounding traffic impact of the original application and Councillors accepted the arguments surrounding traffic capacity and impact. Further, there was considerable discomfort for the council when, at the Appeal, Highways Officers declared their own data to be incorrect and not robust. This led to a review of the original application by the Scrutiny Committee. The Appeal was over two years ago and traffic has now increased significantly, particularly at peak times, making crossing Holystone Way an increasingly dangerous situation. As there are several pedestrian crossing points on the by-pass, it is alarming that the developers, in their public consultation, were unable to give any specific details of how pedestrian crossing points would be organised, if at all, but intimated there may just be by a small pedestrian refuge in the middle of a four-lane road. Further, due to this, they were unable to give any idea for timescales for safety considerations for these pedestrian crossing points. The 'Fairhurst' Traffic Statement (1) does clarify the position with regards to crossings but the provision is completely inadequate in the following

ways: the crossing that is to be subject to a pedestrian refuge is on a curved part of the by-pass. This means that it is very difficult to see traffic coming from the Wheatsheaf, particularly if it is fast-moving. Trying to make the leap to the 'small pedestrian refuge' with dogs or children is fraught with danger. A small pedestrian refuge in the middle of a four-lane road puts pedestrians at risk, were there to be a vehicular accident at this location. Such a 'refuge' is inadequate, given the nature of the road proposed. The 'lowered kerb' crossing near the Stonebrook doesn't have any safety consideration at all. Pedestrians including young children coming from the new development and going to the Holystone Primary School will thus be expected to cross a four-lane carriageway with no safety net. Given that there is often standing traffic at this point for vehicles approaching the A19 roundabout pedestrians would be forced to stand in the middle of the carriageway when trying to cross towards the Stonebrook or the new estate. We would ask that the crossing arrangements at all crossing points be reviewed and replaced with a far more robust and pedestrian-orientated scheme to include traffic-light control at all crossing points. We would also ask that this is done at the very start of the development, as a condition of development, should the planning application be approved.

13.5 One of the applicants – in another development – failed on several occasions – to comply with conditions set out as part of the consent for them to develop the site. Such instances included starting work too early in the morning and working on a Sunday, with each instance being reported to the Council. Again the representative of Bellway refused to give any assurance at the public consultation that this would not happen with her company, stating that mistakes happen (and had with her company), particularly when involving sub-contractors. When I pointed out that the site manager would never allow contractors to work in breach of Health and Safety regulations due to the potential penalties involved and citing 'mistakes' was a lame excuse, the representative was unable to provide any reasoned argument to refute or allay my concerns. Again, when I petitioned that the reason they did not follow the consent conditions was due to the lack of penalty for breaches, the representative was unable to provide any substantive response.

13.6 I am requesting speaking rights when this application goes before the Planning Committee.

13.7

6 objections summarised below:

- Adverse effect on SSSI
- Adverse effect on wildlife
- Impact on landscape
- Inadequate drainage
- Loss of residential amenity
- Loss of visual amenity
- Non compliance with approved policy
- Not in accordance with development plan
- Nuisance in terms of dust, dirt, fumes and noise
- Out of keeping with surroundings
- Poor traffic/ pedestrian safety

- Traffic congestion
- Object to any further changes to the planning permission, along with the 4000 other local residents who signed a petition against this development a year or two ago
- Plenty of brownfield sites that should be developed
- Are the builders trying to get out of building community facilities? The Council should revoke the consent.
- Making the Holystone bypass a dual carriageway will be completely pointless and will increase the noise considerably, increasing pollution and the road will be even more difficult to cross safely.
- At the very least we will need zebra crossings at the points where the bridleways cross the road and to access the Stonebrook pub.
- Planting thick, fast growing shrubs would assist with noise.
- Sound levels were tested on my street but why is the data not showing?
- I am not against the development as a whole, I would just like something done for existing residents trying to live in the community and sit in our gardens.
- My property backs onto the Holystone bypass and is adjacent to one of the public footpaths that run through the estate.
- The fields on the Scaffold Hill site are subject to flooding following only moderate rainfall. What will happen if building works transfers the areas that are subject to flooding or creates new areas that are subject to flooding?
- The current volume of traffic on the Holystone bypass creates high levels of noise pollution. I have recently had new double-glazing fitted to the back of my house in an attempt to reduce this noise pollution. If the volume of traffic increases this will increase the noise levels, which would have a negative effect on the quality of life for those home-owners that have houses that back onto the bypass.
- The pollution as a result of increased volumes of traffic must be taken into consideration. At certain times of day, traffic is at a standstill because of the existing volume of traffic. I have two young children that regularly play in the back garden, which is only a matter of metres from the bypass. Presumably, the health of children is something that the council seriously considers before making any decisions that could effect it. What is the councils position regarding the effect on residents' health due to increased pollution from increased levels of traffic? The likely increase in standing traffic would further raise levels of pollution, further increasing health risks. Adverse effects on Children's health and well-being is in contravention of the Every Child Matters Agenda, to which North Tyneside Council subscribes.
- There are two public footpaths that run through the Holystone estate that are intersected by the Holystone bypass. It is very difficult to cross the bypass at either of these locations due to the volume of traffic. If the volume of traffic increases, or the road is changed to a dual carriageway it would be impossible to cross. What will be done to address this (e.g. pedestrian lights, traffic refuge islands, etc.)? Children as well as adults cross the bypass at these locations - surely the safety of children is a council priority.
- The congestion, increased noise levels, increased volume of traffic and the associated risk to children must be taken into consideration.
- I am concerned by the loss of open space and the detrimental visual impact that would result. This area is one of the few remaining areas of open space within walking distance of the existing estate and is used extensively by many members

of the local community, including myself and my young family, for various activities. This open space and the countryside-feel it creates is one of the most attractive things about living in the area.

- The proposed development will have a significant negative visual impact on the area, creating another built-up residential area which, even if thoughtfully landscaped, will have a huge negative impact when compared to the current vista of open fields, trees and horses, as well as a wealth of wildlife. Developing the Scaffold Hill site would destroy a vitally important wildlife corridor and permanently isolate the Rising Sun Country Park.

- Impact on house prices.

- The existing infrastructure (doctors, schools, shops, etc) could not cope with such a large increase in the number of residents.

- My rear garden sits approximately 1.5m from the existing bypass. The noise has increased over the years. The proposal to increase the bypass from 2 to 4 lanes is depressing for me with a living room and kitchen 7m away from the road. I would like a new acoustic fence to the bottom of my garden, triple glaze all rear windows and doors and further sound attenuation.

- Nearby road improvements have been carried out at night causing sleeping problems. The widening of the bypass needs to be undertaken during daylight hours.

- The plans for developing the road structure is welcomed and could solve some existing problems, however, these changes will have limited impact taking into consideration the number of proposed houses and the car to house ratio which exists in modern times. The suggestion of making this road a dual carriage way is very concerning to those residents residence that live in close proximity to the road. Some houses face directly onto the road from the living room which violates any privacy agreements with builders. Looking at stationary traffic from a living room and others looking inward, plus an increase in noise pollution is totally unacceptable which will lower the quality of life and have a negative effect on health and well-being.

- The loss of open space and its impact on ecology of the rising sun country park is a major concern. The wildlife in the local area needs to be considered and protected. The corridor must remain open to preserve life for many different migratory species.

- The A19 trunk road is a prime location for businesses, thus creating jobs and further opportunities of growth in our local area.

- Our council has a clear policy that development should only be on brown field sites.

- Ongoing problem with surface water in our area. There are many existing surface water management concerns and the proposed plans by the above parties, do not conform with Environment agency standards.

- I have major concerns over the impact this development will have on the visual character of the area. This green land area should be left as a buffer zone between urbanisation. The amount of building this area has witnessed over the last 20 years has been vast. The health and well being of local residents should be considered.

There are other locations in North Tyneside that would benefit from an increase in population. These locations mirror the infrastructure and amenities that the Holystone area has. Shops, businesses, leisure facilities and undersubscribed schools will all benefit from new housing estates.

- The local Holystone Primary School is full to capacity and has no room to extend. The plans to build a new primary School in the area is welcomed, but once again the transition will disrupt the education of many young pupils. Holystone School is also a feeder school to George Stephenson High School. This school is also oversubscribed / full to capacity.
- Local resources are already stretched to the limit and will become exhausted and ineffective if more development commences. The Doctors surgery at Shiremoor cannot continue to meet the massive demand of the ever growing area and maintain the standard of care.
- The traffic noise at the moment is deafening and to add a further 450 properties increasing car noise by a further 600 cars or more will make our lives unbearable. There must be some sound proofing provision for the houses backing on to the bypass if this development is allowed to proceed.

14.0 External Consultees

15.0 Coal Authority

15.1 The application site falls within the defined Development High Risk Area; therefore within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application.

15.2 The Coal Authority records indicate that the site is likely to have been subject to historic unrecorded underground coal mining at shallow depth associated with coal which outcropped across the site. Our records also indicate the presence of five mine entries (shafts) within the site. The Coal Authority has no details relating to the condition of the shafts or their precise locations.

15.3 The Coal Authority notes that only two of the five mine entries (430569-005 & 430569-024) correspond with areas where built development is proposed, with the remaining three mine entries being located within the proposed country park.

15.4 The Coal Authority previously objected to this planning application in a letter to the LPA dated 17 July 2015. Whilst The Coal Authority welcomed both the residential layout, which appeared to have been designed around the mine entries and the applicant's commitment to stabilise these coal mining hazards, the objection was raised on the grounds that the Ground Investigation Report, which considers other coal mining related issues did not appear to be available from the Council's website.

15.5 The Coal Authority is therefore pleased to note that the Ground Investigation Report (March 2012, prepared by WSP Environmental Limited) has now been made available and Section 4.1 of the Report confirms site investigations in the form of trial pitting, dynamic window sampling and both cable percussion and rotary boreholes to investigate the coal mining legacy issues of the site.

15.6 On the basis that the Report is able to confirm that no evidence of shallow mine workings affecting the development was found, The Coal Authority able to withdraw its objection, subject to the LPA imposing a condition to ensure that the mineshaft treatment works as detailed in the Additional Mineshaft Investigation

Report (May 2014, prepared by WSP Environmental Ltd) are carried out prior to the commencement of development.

15.7 The Coal Authority is satisfied that the remedial measures to stabilise the mine entries within the site as proposed by the applicant following intrusive site investigation works and set out in the Additional Mineshaft Investigation Report (May 2014, prepared by WSP Environmental Ltd) are appropriate to address the mining legacy issues present on the application site. The Coal Authority therefore withdraws its objection to the proposed development.

15.8 The Coal Authority recommends that the LPA impose a Planning Condition should planning permission be granted for the proposed development, to ensure that these works are undertaken on site prior to commencement of development.

16.0 Northumbrian Water

16.1 We would have no issues to raise with the above application, provided the application is approved and carried out within strict accordance with the submitted document entitled "*Foul Water and Utilities Assessment*". In this document it states that the estimated foul flows of 20.8l/sec from the development will discharge to manhole 6901, close to Great Lime Road. The document further states that surface water flows from the development will discharge to the SuDS pond in the Rising Sun Country Park before discharging to Wallsend Dene.

16.2 We would therefore request that the *Foul Water and Utilities Assessment* form part of the approved documents as part of any planning approval and the development to be implemented in accordance with this document.

16.3 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.

16.4 For information only:

We can inform you that a public sewer and water main cross the site and may be affected by the proposed development. Northumbrian Water do not permit a building over or close to our apparatus and therefore we will be contacting the developer direct to establish the exact location of our assets and ensure any necessary diversion, relocation or protection measures required prior to the commencement of the development. We will be contacting the developer/agent directly in this matter, however, for planning purposes you should note that the presence of our assets may impact upon the layout of the scheme as it stands.

17.0 CTC

17.1 The inclusion of facilities for cyclists is welcome, but a continuous shared path along Holystone Way from the Whitley Road/Holystone Way roundabout to the Holystone roundabout needs to be a condition of planning consent. Currently there is a gap from the site access roundabout to Francis Way. Direct links to this shared path from the development are also needed in order to provide short cuts for residents and reduce reliance on motor vehicles.

18.0 Natural England

18.1 Statutory nature conservation sites – no objection

Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites or landscapes.

18.2 Protected species

We have not assessed this application and associated documents for impacts on protected species. Natural England has published Standing Advice on protected species.

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

18.3 The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence is needed (which is the developer's responsibility) or may be granted.

18.4 Green Infrastructure

The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement. Natural England would encourage the incorporation of GI into this development.

18.5 Local sites

If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

18.6 Biodiversity enhancements

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that *'Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'*. Section 40(3) of the same Act also states that *'conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat'*.

18.7 Landscape enhancements

This application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.

18.8 Sites of Special Scientific Interest Impact Risk Zones

The Town and Country Planning (Development Management Procedure) (England) Order 2015, which came into force on 15 April 2015, has removed the requirement to consult Natural England on notified consultation zones within 2 km of a Site of Special Scientific Interest (Schedule 5, v (ii) of the 2010 DMPO). The requirement to consult Natural England on "*Development in or likely to affect a Site of Special Scientific Interest*" remains in place (Schedule 4, w).

19.0 Tyne and Wear Archaeology Officer

19.1 Initial Comments

19.2 The site was once part of Killingworth Moor, the medieval common land between Killingworth and Longbenton villages. Coal was extracted from bell pits on the Moor from at least 1600 (from 1242 at Earsdon). In the 17th and early 18th centuries, the Newcastle Races were held on Killingworth Moor. Scaffold Hill is named after the spectator stands (or scaffolds). The Races moved to Newcastle Town Moor in 1750. The Earl of Carlisle mustered his troops on Killingworth Moor in 1667 and in 1715 the county militia mustered here to defend Newcastle during the Jacobite rebellion. The Moor was enclosed into fields in 1792. Scaffold Hill Farm dates to the enclosure period. Because the site has never been developed, it is perfectly possible that previously unknown prehistoric or Roman features may exist.

19.3 The archaeological desk based assessment, geophysical survey and fieldwalking reports have been submitted.

19.4 A number of anomalies have been detected by the geophysical survey, which may represent archaeological features – these include possible ring ditches, ditches, field boundaries, ridge and furrow and waggons.

19.5 The aerial photographs at the National Monuments Record, North Tyneside Council and Discovery Museum have been checked. A track or waggony shows up on the photos.

19.6 I am pleased that the WW2 accommodation hut is being retained. I am extremely pleased that the hexagonal pillbox is being retained. It is shown on the landscape masterplan. Can an information board be erected? The previous application had a plan showing the proposed setting of the pillbox, but no similar plan seems to have been submitted this time.

19.7 I've recently produced a specification for preliminary archaeological recording. The trenches within the housing area are being excavated as we speak. The trenches in the landscaped area have yet to be started.

19.8 Comments further to additional information being submitted:

21 archaeological evaluation trenches were excavated to test the results of the geophysical survey.

In trench 5 drainage ditches associated with Benton Square Waggonway were recorded. The two ditches are 1.3 and 1.4m wide and 0.2m and 0.1m deep. They are spaced 15 feet apart.

In trench 9 five ditches associated with Holystone Waggonway were recorded. These are of various widths and depths.

Shallow post-medieval or modern gullies were recorded in trenches 1 and 2.

Field boundaries were recorded in trenches 4 and 21.

- No groundworks or development shall commence in the housing site until a second phase of archaeological excavation has been completed on the line of the two waggonways. This shall be carried out in accordance with a specification to be agreed in writing by the Local Planning Authority. No buildings/dwellings shall be occupied/brought into use until the final report of the results of the archaeological fieldwork undertaken has been submitted to and approved in writing by the Local Planning Authority.

- No groundworks or development shall commence in the areas to be landscaped as an extension to Rising Sun County Park until a full programme of archaeological fieldwork (to include a survey of ridge and furrow earthworks, evaluation trial trenching and where appropriate mitigation excavation) has been completed. This shall be carried out in accordance with a specification to be agreed in writing by the Local Planning Authority. Within six months of the completion of the archaeological work, the final report of the results of the archaeological fieldwork undertaken shall be:

- Produced in a form suitable for publication in a suitable and agreed journal; and
- Submitted to and approved in writing by the Local Planning Authority prior to submission to the editor of the journal.

- The World War 2 pillbox as shown on the approved plans shall be retained. Prior to the first occupation of the development details for the maintenance of the pillbox and for the installation of an interpretation panel shall be submitted to and agreed in writing by the Local Planning Authority. The approved interpretation panel shall be installed on site to an agreed timescale and thereafter retained. The pillbox shall thereafter be maintained in accordance with the approved details.

20.0 Highways England

20.1 We have reviewed the details of the application and are of the view that it will have a negligible change to the impact that was assessed previously as part

of application 11/01600/FUL therefore would not wish to offer any objection. There are some points outlined in the attached letter that Highways England feel should be reviewed by North Tyneside prior to agreement.

20.2 We have considered the above planning application and can confirm that it would not have a materially significant impact on the strategic road network relative to the consented scheme. As such, we are satisfied that, should you be mindful to grant consent, the conditions attached to the previous application would be adequate to mitigate the current scheme (in relation to traffic impact).

20.3 We would, however, bring to your attention that the monies identified for extension of a local bus service, improvements to pedestrian/cyclist crossing facilities and travel plan mitigation were calculated some years ago and therefore may need to be recalculated to ensure viability of the proposals. Related to this, we would also recommend that you seek confirmation that the main access road will be built to a standard that will enable the R16 to route through the site safely prior to initial occupation of the development.

With regards to the Travel Plan, we would suggest that an updated version be requested including the following additional details and measures which would help reduce the overall traffic impact of the development:

- Person trips, mode splits and proportion of single and multiple occupancy car trips to be included in the baseline targets.

- Commitment to appoint the Travel Plan Coordinator at least one month prior to commencement of construction to ensure the traffic impact of the construction period is minimised and all measures are in place prior to first occupation.

- Travel survey to ensure that single occupancy car trips can be differentiated from multiple occupancy car trips.

- Commitment to undertake the initial travel survey within six months of initial occupation

21.0 Northern Gas Networks

No objections

22.0 Newcastle Airport

22.1 The Bird Risk Assessment recommends a Bird Hazard Management Plan be produced for the site in order to prevent the area from becoming an established habitat to birds. A condition is required for this:

No development shall commence until a Bird Management Plan for the Rising Sun Country Park extension area has been submitted to and approved in writing by the Local Planning Authority. The Bird Management Plan shall include the recommendations set out within the Food and Environment Research Agency report 'Birdstrike Risk Assessment for Rising Sun, Scaffold Hill', and shall include a proposal for continued bird monitoring following the completion of the country park extension. The Bird Management Plan shall be implemented as approved.

23.0 Nexus

23.1 While Nexus commends the developers for the proposed inclusion of public transport services and infrastructure as part of this bid and the commitment to fund the extension of an existing bus service, it would not now be possible to extend bus route 19 as described due to network changes since the transport assessment was originally prepared. This is because some buses which previously started and finished their journeys at Northumberland Park now continue to Ashington, whilst the remainder have insufficient time within their running schedule to serve the development as originally proposed. Route 19 operates on a commercial basis within North Tyneside, and is financially supported by the County Council for that part of the route which operates within Northumberland, so Nexus is unable to intervene to divert the service, using its secured service mechanisms, to access the proposed development. The service operator may be prepared to consider service adjustments or additional resources to enable the original proposition to be implemented.

23.2 It is noted that the accompanying Transport Statement refers to how this was agreed as part of the previous planning approval, with £360,000 of section 106 funding earmarked for this purpose. As the original proposal may no longer be achievable, it is requested that the applicant reconsiders how the bus accessibility proposals, which Nexus continues to support, can be implemented in practice. Should the applicant wish to involve Nexus in identifying an alternative solution, we will be happy to assist where possible.

Subject to the guarantee that bus service improvements previously identified, or equivalent alternatives, can still be implemented, Nexus has no objection to this application and supports the stated commitments to sustainable travel.