

Committee Report

Application No:	DC/17/00170/FUL
Applicant	Persimmon Homes
Date Application Valid	23 March 2017
Site:	Land To The South Of Whickham Highway
Ward:	Dunston Hill And Whickham East
Proposal:	Hybrid application seeking detailed approval for 352 dwellings (C3 use) inclusive of 32ha of ecological habitat creation, new Park and Ride facility and associated open spaces, drainage and highways infrastructure and partial diversion of Public Right of Way number WH66/2 through public open space and Outline approval for up to 230 dwellings (C3 use) across 8.2ha with associated landscaping, highways and drainage infrastructure all matters reserved with the exception of access (for the avoidance of doubt, access meaning to the site not within the site) (additional information received 08/05/17, 09/08/17, 21/03/18, 18/04/18 08/05/18, 13/08/18 and 22/10/18 and amended 27/07/17, 19/02/18, 07/09/18, 17/09/18 and 18/10/18).
Recommendation:	GRANT SUBJECT TO A SECTION 106 AGREEMENT
Application Type	Hybrid Application

1.0 The Application:**1.1 DESCRIPTION OF THE SITE**

The site comprises 23.7ha of land located in the Dunston / Whickham area of Gateshead. The site is bounded to the north, in parts, by the Whickham Highway, running on a north-east/south-west axis. Where the site is not met by the Whickham Highway, the curtilages of residential dwellings on Broom Lane back onto the development site. A private track, that operates on an in-out basis, giving access to the rear of these properties, runs at the back of the gardens to these houses, a section of this track is included in the application site. The site rises from east to west and is surrounded by agricultural land to the south and west, bounded by a narrow strip of trees.

1.2 The site is largely greenfield land, with several clusters of trees lining areas of the site perimeter. Towards the east of the site is the existing Gateshead Central Nursery which comprises a number of greenhouses and horticulture related development. The eastern corner of the site is an area of hardstanding currently used as a car park associated with Watergate Forest Park. There is a single telecommunication mast on the site, within the Central Nursery.

- 1.3 The site is in a highly accessible location, located less than 1km to the west of the A1. The site is located within a short distance of commercial/service centres across the city region including the Team Valley Trading Estate.
- 1.4 The site is served by the existing bus network and lies within short walking distance of bus stops along the B6317 Whickham Highway.
- 1.5 Dunston Railway Station is 1.3km from the site providing frequent non-stop direct services into Newcastle Central Station, for national rail services and Tyne and Wear Metro.
- 1.5 Emmanuel College is the nearest school to the application site. Located to the east of Watergate Forest Park, Emmanuel College is a secondary school, providing education for 11-18 year olds.
- 1.6 An area of deciduous woodland, a cluster of trees set over a hill in the northern part of the site known as The Copse are the subject of Tree Preservation Order.
- 1.7 There are 3 listed buildings within 240 metres of the site, at Dunston Hill Hospital. The hospital site includes the Grade II* Listed main hospital building alongside the Grade II Listed outpatients department and stable block to the north. The Washingwells Roman Fort Scheduled Monument is located 520 metres from the southern perimeter of the site.
- 1.8 **DESCRIPTION OF THE PROPOSAL**
This hybrid application is for residential development of up to 582 dwellings, associated infrastructure, a Park and Ride facility, SuDS, 30 hectares of habitat creation and public open space.
- 1.9 A hybrid planning application is when part of the development is submitted in full i.e. with all details provided, with another part submitted in outline. An outline application is when the developer wants to establish if the broad scale and nature of their scheme would be acceptable and fewer details are therefore provided up front. Once outline permission is given, a reserved matters application is required to provide all the 'missing' details, before development can start.
- 1.10 The proposals comprise three distinct development areas which for the purposes of this planning application are referred to as Phases A, B and C together with an area of land to the west comprising 30ha for habitat creation.
- 1.12 **Full Planning Permission**
The full element of this application is for 352 dwellings to be located across Phases A and B and the interim Park and Ride layout.
- 1.13 Phase A comprises 75 dwellings covering an area of approximately 3.7ha. Phase A of the site is separated from the southern parts of the site (Phases B and C) by The Copse.

- 1.14 Area A is proposed to be developed under the Charles Church executive housing brand. These are proposed to be 4 and 5 bedroom dwellings, at a density of approximately 22 dwellings per hectare. Access to Phase A is from one road junction with the Whickham Highway (B6317).
- 1.15 Phase B of the site covers an area of 7.98ha on which 277 dwellings ranging between 3 and 5 bedrooms are proposed at a density of approximately 34 dwellings per hectare. Phase B will initially be accessed from a single junction onto the Whickham Highway (B6317). As part of future Reserved Matters application, a loop road is proposed which links Phases B and C.
- 1.16 Outline Planning Permission
Permission in outline is sought for up to 230 dwellings across Phase C and the final Park and Ride layout. The southern part of the site has an area of approximately 6.56ha, and an anticipated density of 35 dwellings per hectare. All details for these parts of the application site are reserved for consideration under future Reserved Matters (RM) application(s). The land in Phase C is owned by Gateshead Council.
- 1.17 Ecological Mitigation and Enhancement
The proposals include provision of an ecological mitigation area (30ha) within the existing agricultural land adjacent to the site, to the west, in order to accommodate and enhance the existing habitats, to compensate for the loss of the habitat on land used for the proposed residential development.
- 1.18 The application is accompanied by the following supporting documents:
Design and Access Statement
Statement of Community Involvement
Coal Mining Risk Assessment
Archaeological Report
Noise Impact Assessment
Ground Investigation Reports
Ecological Habitat Report
Air Quality Report
Soil Quality Report
Affordable Housing Strategy
Arboricultural Impact Assessment
Tree Survey
Open Space Assessment
Flood Risk Assessment
Transport Assessment
Travel Plan
Heritage Statement
- 1.19 PLANNING HISTORY
The site was identified through the Strategic Land Review and Green Belt Assessment Process. The Dunston Hill Deliverability Framework was published in February 2013 by Persimmon Homes to demonstrate that no viability, physical or policy constraints exist that would prohibit development on the site. This resulted in the allocation of the site for residential development

within the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2010 - 2030 (CSUCP) following independent examination.

- 1.20 The site proposed for development has been subject to a process of land assembly, and as such any historic planning permissions only relate to parts or individual structures on the site, such as at the Central Nursery. There are no planning permissions extant for any form of residential development on the application site. In the northern part of the site, there are two permissions for telecommunication structures. Below are permissions given to development on the site:
- 1.21 Application Reference 747/96: Erection of two storey sporting pavilion and associated infrastructure.
- 1.22 Application Reference 446/01: Installation of 25m high telecommunications 'tree' mast with 3 dual band dual polar antenna and 2 x 0.6m microwave dishes and 10 equipment cabinets at base.
- 1.23 Application Reference DC/04/01174/TDPA: Installation of 15m high slimline telecommunications mast with associated cabinet at base.
- 1.24 Application DC/08/00027/FUL: Erection of a temporary 'big top style' tent for recreational use for a 10-week period.

2.0 Consultation Responses:

Coal Authority	No Objection subject to a condition requiring the mitigation measures as recommended in September 2016, prepared by Shadbolt Environmental to be implemented.
Highways England	Highways England has no objections.
Tyne And Wear Archaeology Officer	A strip, map and record excavation has now taken place and a summary report provided. There is no objection subject to suggested conditions being imposed.
Northumbria Water	<p>An enquiry was received by NWL from the applicant for allowable discharge rates & points into the public sewer for the proposed development.</p> <p>Because the applicant has not submitted a detailed drainage scheme including the points of connection for the foul water or yet confirmed how surface water will be discharged, NWL request a condition requiring a detailed scheme for the disposal of surface and foul water from the</p>

	development
Tyne And Wear Fire And Rescue Service	No Objections
Nexus	Nexus support the application subject to Go North East reaching agreement on final layout of Park and Ride
Sport England	Sport England has no subject to the contribution for Sport provision being secured through the S106 for the development or improvement of sports pitches/facilities and associated changing facilities within the Inner West area of Gateshead Council as identified.
Environment Agency	The Environment Agency offered no objections but made statements regarding site drainage, that are covered in the relevant section below.

3.0 Representations:

Neighbour notifications were carried out in accordance with formal procedures introduced in the Town and Country Planning (Development Management Procedure) Order 2015. Letters were sent on 6th April 2017 and 21st February 2018.

- 3.1 A press notice was published in The Journal on 19th April 2017 and 7th March 2018.
- 3.2 Site notices were posted on 6th April 2017, 4th May 2017 and 7th March 2018.
- 3.3 There have been a total of 3 Ward Member objections, 52 letters of objection received from a total of 39 individuals and five letters of support, with three being from the same individual. The objections include concerns over:
 - extra dwellings contrary to CSUCP policy GN1 530 dwellings
 - the increase in traffic and highway safety,
 - park and ride will not be used, should locate on Team Valley,
 - park and ride will prevent users of Watergate Park and the church from parking,
 - increase in noise and pollution,
 - risk of subsidence,
 - drainage,
 - the loss of public open space,
 - residential amenity,
 - houses are poor design and small,

- the larger houses do not include affordable housing,
- out of character,
- out of character with conservation area,
- overdevelopment,
- overbearing,
- loss of privacy,
- flooding,
- impact on trees and hedgerows,
- impact on Public Right Of Way
- green belt,
- should build on derelict sites,
- should build retirement homes to free up family homes,
- impact on ecology
- doctors / dentists will be unable to cope
- inadequate consultation,
- loss of property value
- compensation for triple glazing should be met by Council.

- 3.4 More specific objections have been received from residents of Broom Lane:
- development conflicts with letter from Brandon Lewis Minister of State for Housing and Planning entitled Development on brownfield and Green Belt land dated 7th June 2016,
 - access to Phase A should be deleted as it is dangerous given proximity to Dunston Bank. It was originally proposed to be accessed through the copse of trees using the second access now proposed. This originally proposed access arrangement should be reinstated and existing access arrangement should be left,
 - future occupants will use track as a rat run to access estate,
 - residents of Broom Lane have a right of access along the existing track,
 - proposed housing opposite existing dwellings should be bungalows,
 - proposed dwellings at eastern end of track face onto track extension out of character with other proposed dwellings that back onto Broom Lane, and occupants of the dwellings will use the existing track,
 - loss of trees west of proposed access.

- 3.5 A specific objection from Gibside Court, with concerns that the property faces the existing access to the Council Nursery and headlights shine into rooms on front elevation and increase in traffic will exacerbate problem and Emmanuel College has concerns the Park and Ride may impact on parents parking to collect pupils and the need for additional school places.

- 3.6 The letters of support favour the provision of new housing.

4.0 Policies:

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

CS10 Delivering New Homes

CS11 Providing a range and choice of housing

CS13 Transport

CS14 Wellbeing and Health

CS15 Place Making

CS16 Climate Change

CS17 Flood Risk and Waste Management

CS18 Green Infrastructure/Natural Environment

GN1 Dunston Hill

CS3 Spatial Strategy for Neighbourhood Area

DEL1 Infrastructure/Developer Contributions

DC1C Landform, landscape and after-use

DC2 Residential Amenity

H2 Five Year Supply Figures

H3 Sites for New Housing

H5 Housing Choice

H12 Housing Density

H13 Local Open Space in Housing Developments

H15 Play Areas in Housing Developments

T1 Transport req for New Developments

ENV3 The Built Environment - Character/Design

ENV44 Wood/Tree/Hedge Protection/Enhancement

ENV47 Wildlife Habitats

CS1 Spatial Strategy for Sustainable Growth

H14 Neighbourhood Open Space-New Housing Dev

T1 Transport req for New Developments

PO2 Planning Obligations - Emp/Training

GPGSPD Gateshead Placemaking Guide SPG

CS5 Employment-Economic Growth Priorities

CS20 Minerals

ENV22 Sites of Archaeological Imp - Potential

ENV54 Dev on Land Affected by Contamination

ENV61 New Noise-Generating Developments

CFR20 Local Open Space

CFR21 Neighbourhood Open Spaces

CFR22 Area Parks

5.0 Assessment of the Proposal:

When determining this application the main planning issues to be considered are the principle of residential development, impacts on highway safety, archaeology, ground conditions, flood risk and drainage, biodiversity, landscape, trees, urban design, residential amenity, noise, air quality and visual amenity.

5.1 PRINCIPLE

The application site is allocated for residential development under policy GN1 of the CSUCP having been deleted from the Green Belt. The policy allows for approximately 530 dwellings on this site. Being an allocated site, the proposal is in accordance with the Spatial Strategy for Growth set out within CSUCP policy CS1.

5.2 Core Strategy and Urban Core Plan (Core Strategy), 2015

Policy CS1 of the Core Strategy sets out that to create and sustain thriving communities and a more prosperous economy development will be directed to sustainable locations, including providing for approximately 30,000 new homes. As is demonstrated by the allocation of the site for development within the Core Strategy the site is considered to be a sustainable location for development.

5.3 Policy CS3 of the Core Strategy outlines the ambition of neighbourhood growth areas, to account for 21,900 new homes, of which approximately 530 homes are to be provided in accordance with Policy GN1 at the Dunston Hill site. The development will bring forward the Park-and-Ride facility, a strategic item of infrastructure delivered as part of a neighbourhood growth area, in accordance with Policy C3. Indeed, the delivery of housing on this site is vital in assisting the Council in meeting the housing delivery requirements set out within Policy CS3.

5.4 Policy CS5 sets out the aim of 'attracting and supporting a skilled labour force' to support growth in key economic industries. The development will help sustain the competitive advantage Gateshead offers in terms of housing cost-value, and the benefits this offers to people and business. The provision of a range of 3-5 bedroom homes ensures that there are attractive homes available for people at all levels of the housing ladder, including large executive style homes.

5.5 Policy CS10 sets out the phasing of the delivery of new homes in Newcastle and Gateshead, allocating approximately 30,000 (net) new homes across the plan period. Paragraph 10.14 of the Core Strategy recognises that due to the present state of the economy, the limited availability of housing finance, the necessity for demolition and a lack of deliverable housing sites prior to the adoption of the Plan it will take some time for development to reach the level required to accommodate needs. This indicates that it is imperative that allocated sites such as Dunston Hill are able to be delivered in accordance with the phasing proposed in the Core Strategy.

5.6 RANGE AND CHOICE OF HOUSING

Family Homes

CSUCP policy CS11(1) requires that a minimum of 60% of new private housing across the plan area is suitable and attractive for families (i.e. homes with three or more bedrooms). Policy GN1 states that this allocated site should provide a mix of predominantly family housing. The plans show the proposal is for the development of 75 dwellings on Phase A comprising 10 x 5 bedrooms, 65 x 4 bedrooms; Phase B comprising 12 x 5 bedrooms, 95 x 4 bedrooms, 170 x 3 bedrooms which satisfies the above policy requirements. Phase C is the subject of the outline element of this application and permission is sought for a maximum of 230 dwellings. The proposed development is in accordance with the aims of Policy CS11 in the following ways:

- the development will comprise a wide range of attractive family homes.
- the development will create provision for a choice of suitable accommodation for differing needs of future residents, through a range of house types and size.
- the homes will have sufficient amenity space internally and externally to meet the needs of residents.
- will provide around 87 affordable dwellings (15 percent of the development).

5.7 Affordable Housing

The NPPF at Annex 2 of the revised NPPF (July 2018) amends the definition of affordable housing and makes it clear that affordable housing is housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers).

- 5.8 Policy CS11 of the CSUCP requires developers to provide 15% affordable homes on all developments of 15 or more dwellings, subject to development viability. The applicant is committed to providing the required 15% of affordable homes within the planning application site. The tenure of these homes has been agreed as 65% affordable rent and 35% subsidised home ownership. The proposed affordable units are defined on the layout plans and comprise two and three bedroom Moseley and Souter housetypes. The scheme is anticipated to provide up to 87 new affordable dwellings across Phases B and C. The affordable housing requirement will be secured through S106 legal agreement and subject to this, is considered to be policy compliant.
- 5.9 With regard to the outline aspect of the application, the Developers will work with the Council and local housing providers to ensure that the mix and type of affordable units will meet the demand within the local area and the final mix will be confirmed within subsequent Reserved Matters application(s). A condition is recommended to secure a scheme (CONDITION 86).
- 5.10 It is expected that Phases A and B of the development will take 6 years from commencement to completion making a contribution to housing supply in accordance with Saved UDP policies H1 and H2 and CSUCP policy CS10.
- 5.11 Lifetime Homes and Wheelchair accessible homes
CSUCP Policy CS11 (2) and saved UDP policies H9 and H10 require Lifetime Homes and Wheelchair Standard housing, within developments of 25 or more dwellings, or on sites of 1.0 ha or more.
- 5.12 The proposal does not indicate whether there is provision of Wheelchair Housing and Lifetime Homes, as required by CSUCP Policy CS11 (2), and saved UDP policies H9 and H10, for 2% of dwellings to meet Wheelchair Housing Standards, and 10% Lifetime Homes, within developments of 25 or more dwellings.
- 5.13 To accord with policy, Phases A and B of the development should contain 7 houses that meet Wheelchair Housing Standards, and 35 houses that meet the Lifetime Homes Standard. Due to the site topography, it would not be physically possible to provide achieve the required gradients, consequently, neither Lifetime Homes, nor Wheelchair Housing Standards can be secured by condition.
- 5.14 However, as the gradients in Phase C (the Outline part) are less severe, both Lifetime Homes and Wheelchair Housing Standards can be achieved and this can be secured through condition (CONDITIONS 101 and 102).
- 5.15 Suitable accommodation for the elderly
No specific provision has been made in relation to policy CS11(3), which relates to increasing the choice of suitable accommodation for the elderly population.
- 5.16 This policy requirement includes the provision of mainstream housing suitable for retirement living, such as adaptable and accessible bungalows. Given its nature and location, this site is likely to capture demand from older people

looking for retirement living accommodation in an attractive but not remote setting, and in turn lead to the release of existing family homes onto the market. Recommended conditions 101 and 102 would help to meet the Lifetime Homes requirement referred to above.

- 5.17 Residential space standards
Policy CS11(4) requires that new residential development provides "adequate space inside and outside of the home to meet the needs of residents". It is considered that based on the submitted information that the application in part meets the above requirements, providing an acceptable level of internal and external space.
- 5.18 The proposed house types on the development all accord with the internal room and minimum sizes of bedrooms with the exception of 2x house types (Sutton and Moseley). This equates to 73% of the site effectively complying with the NDSS.
- 5.19 The house types which do not comply are as a result of them having rooms in the roofspace, where the roofslope reduces the useable floorspace.
- 5.20 With regard to the two house types which do not comply, the Applicant has stated that they are the most popular and fastest selling house types they have both in the North East and across the country, owing to their versatility and affordability for first time buyer households. According to the Applicant, based upon the anticipated sales prices of these houses and the average income of first time buyers in the Gateshead area, requiring the NDSS on these house types would equate to another 1.5 years of living either at home or in rented accommodation while saving for the deposit (this is despite them being provided additional assistance through Help to Buy).
- 5.21 Of the house types which effectively do not comply with the NDSS the key requirement is additional internal storage and minor internal changes.
- 5.22 Given the above, the development will provide a mix of homes comprising affordable homes, family homes and executive homes in accordance with the NPPF, CSUCP policies GN1, CS11 and Saved UDP policies H9 and H10.
- 5.23 OPEN SPACE AND PLAY
The site is a neighbourhood growth area allocated by the Core Strategy and Urban Core Plan policy GN1, which states inter alia that development is required to provide open space, sport and recreation facilities where necessary.
- 5.24 The site is located within a residential neighbourhood that is not deficient in open space provision.
- 5.25 The proposals include the creation of additional areas of public open space. Within the development, the public realm will take the form of larger usable green spaces, 'incidental open space' along secondary road routes, children's play and front gardens 'providing a landscaped feel to the street scene'. 'The Copse' is also retained within the proposal provision an area of open space.

There are also excellent linkages from the site to the Watergate Forest Park to ensure further access to open spaces.

- 5.26 In this regard it is noted that all open space and play space will be provided on site with a total of 3.08ha of open space and 0.72ha of play space provided. Additionally, a contribution for the development or improvement of sports pitches/facilities and associated changing facilities within the Inner West area of Gateshead Council is to be secured through the S106 agreement.
- 5.27 The application therefore complies with CSUCP policy GN1(5) and saved UDP policies CFR20, CFR21, CFR22.
- 5.28 **SITE SPECIFIC POLICY**
Policy GN1 states 'Land at Dunston Hill is allocated for approximately 530 homes (GN1). It is noted the interpretation of 'approximately' relates to the provision of plus or minus 10% (i.e. a maximum of 583). The assessments submitted alongside this application have demonstrated that the site and surrounding infrastructure has capacity to accommodate the 582 dwellings proposed. The policy goes on to say 'Development, delivering a mix of predominantly family housing, must take place in accordance with an approved masterplan and phasing plan.' The Policy then sets out the criteria for acceptable development on this site each of these will be addressed in turn below under the relevant headings:
- 5.29 **URBAN DESIGN**
The proposal is for a low density development form of mainly detached dwellings in Phase A and higher density detached, semidetached and linked terraces in Phase B.
- 5.30 The Masterplan has a hierarchical highway network. Phase A has a single access with an estate road and nine cul de sac shared surface driveways. Phase B has an estate road running through the Phase with a number of smaller roads from the spine road that then lead to shared surface cul de sacs. The materials proposed distinguish between main street, transitional and rural zones with the rural zone dwellings being on the Green Belt edge of the site. The proposed house types final materials and boundary treatment (CONDITIONS). Final details will also be secured by condition (CONDITIONS 32 and 33, 34 and 35).
- 5.31 As Dunston Hill is an allocated site on land that has been released from the Green Belt it is critical to ensure that the new boundary to the Green Belt is robust and defensible, as required by policy GN1 3vi. A new hedge and tree planting supported by SuDS and landscaped areas are proposed, located within the Green Belt. This will not involve any built development and is therefore appropriate within the Green Belt.
- 5.32 The SuDS basin as submitted has an engineered appearance that once landscaped would have a more naturalistic appearance and a condition is recommended for the final detail (CONDITION 22).

- 5.33 Given the above, subject to the recommended conditions, the layout, house types, boundary treatments and proposed landscaping are considered will create an acceptable development in accordance with CSUCP policy CS15 and Saved UDP policy ENV3.
- 5.34 **RESIDENTIAL AMENITY**
Policy CS14 outlines measures to assist in maintaining and improving the wellbeing and health of communities, including through: the creation of an inclusive built and natural environment, promoting and facilitating active and healthy lifestyles, preventing negative impact on residential amenity and promoting access to green spaces, sports facilities, play and recreation opportunities.
- 5.35 Policy CS15 requires development to contribute to good place-making through the delivery of high quality and sustainable design. The policy recognises that this will be achieved through requiring development to, inter alia, respond positively to local distinctiveness and character, creating safe and inclusive environments and ensuring connectivity, accessibility and legibility.
- 5.36 The development has been designed with a strong emphasis on improvements to pedestrian and cycle links through the creation of new linkages.
- 5.37 The layout has been designed to ensure a high quality, inclusive residential development with good accessibility by cycle, foot and public transport to a wide range of facilities. Links to Watergate Forest Park and the Tanfield Railway Path will be strengthened. Within the development itself green spaces will be provided to allow for recreation and play areas, together with private gardens to residential properties.
- 5.38 There are 10 existing residential properties on Broom Lane and four properties on Whickham Highway that share a common boundary with the application site.
- 5.39 There are also residential properties on the opposite side of Whickham Highway that face the application site.
- 5.40 The properties on Broom Lane are a minimum of 42m distant from the rear elevations of the proposed dwellings thus there is no opportunity for overlooking or loss of privacy or any overbearing impact. A verge of tree and shrub planting that varies from a minimum of 6m to 18m deep is proposed in front of a masonry wall with timber infills that are proposed to form the rear boundary treatment of the dwellings. It is considered this will create an attractive outlook from the existing dwellings and a screen to the new development. In terms of the impact of the development upon amenity of existing residents the proposal is considered to be acceptable.
- 5.41 As mentioned earlier in the report the existing properties on Broom Lane are accessed from a private track in the ownership of the applicant. It is proposed to improve the track where it joins the newly proposed estate road. This is discussed under the Highways section of this report. The residents of the existing properties have made several objections to the amended layout for the

track and consider that the track will be used as a rat run and by pedestrians from the new housing to the detriment of their amenities. There would be no need for pedestrians to use the track as two footpath links from Phase A to the PROW are proposed ensuring the proposed layout is permeable. A condition is recommended in the Highways section to secure details to prevent vehicles rat running that may include physical features.

- 5.42 The layout as proposed has also been assessed in terms of the impact on the residential amenities of the future residents of the proposed dwellings. Adequate separation distances are provided, there is no opportunity for overlooking, each dwelling has private garden space, bin and cycle storage, and either a private drive or a garage and drive. The proposal is considered to be acceptable in terms of its impact on residential amenities of future residents. Air quality and noise levels are assessed below.
- 5.43 Given the above, subject to the recommended conditions, the proposal is considered to be acceptable and in accordance with Saved UDP policy DC2 and CSUCP policy CS14.
- 5.44 HIGHWAYS
The application is supported by a Transport Assessment (TA) and Interim Travel Plan.
- 5.45 Paragraph 109 of the revised NPPF states “Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe’ (NPPF paragraph 109). Paragraph 111 of the NPPF seeks for decisions to take account of “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.
- 5.46 CSUCP policy CS13 has regard to Transport and aims to deliver and enhance an integrated transport network to support sustainable development and economic growth. With regard to developments, Policy CS13 aims to ensure that development which generates significant movement is located where the use of sustainable transport methods can be maximised, the Policy also aims to minimise car trips, promote and enhance public transport and requires major development to provide sustainable travel plans. With regard to road linkages the Policy requires developments to connect safely to and mitigate its effects on the existing transport network. The application site is within a highly sustainable location, with access by foot, cycle and public transport to local services and facilities.
- 5.47 The application is supported by a Transport Assessment (TA). This document has been prepared by Milestone Transport Planning Ltd on behalf of Persimmon Homes and Gateshead Council.
- 5.48 Vehicle access

The application proposes 3 vehicle accesses to the site in addition to the access for the park and ride.

- 5.49 The access arrangements have been considered at length by officers, locations have been agreed as have the indicative designs for access 2 and 3, the details relating to access 1 are to be conditioned to ensure appropriate tie in to existing cycle, pedestrian and public transport infrastructure (CONDITIONS 46 and 47).
- 5.50 Visibility splays associated with the three access points have been provided but must be updated to ensure it has been based on appropriate topographical surveys. A stage 1 road safety audit must also be provided together with an agreed designer response to any problems raised. This information will be provided prior to completion of the S106 agreement.
- 5.51 Access 1
Will primarily serve 230 dwellings on the southern part of the site (Outline part/Phase C) but will also act as a secondary access for the 277 dwellings served off access 2.
- 5.52 Final details relating to the design of this access are yet to be agreed. The final details will need to be secured through condition (CONDITIONS 46 and 47). and submitted, agreed and implemented prior the access coming into use, whether this is as part of the outlined element of the site or prior to occupation of the 251st dwelling accessed via access 2.
- 5.53 Access 2
Will primarily serve 277 dwellings at the centre of the site (Persimmon Homes/Phase B), on completion of the development this access would also act as a secondary access for the outline element of the development.
- 5.54 The details of the access include a kerbed radii with footway and appropriately placed crossing points on either side. Footways will connect with access 3 to the north together with pedestrian refuges to allow connections for new residents to the southbound bus infrastructure and existing residents access to northbound bus services. A right turn pocket is proposed to effectively allow the movement of vehicles from Whickham Highway in to the site.
- 5.55 Access 3
Will only serve the 75 dwellings to the north end of the site (Charles Church/Phase A) as well as provide egress for the properties on Broom Lane. A condition will control the first use of this access to be dependent on the closure of the existing access in this area (CONDITION 62).
- 5.56 The design of the access includes kerbed radii with footways and crossing points on either side of the junction. A new pedestrian refuge is to be incorporated on Whickham Highway to improve connectivity to bus infrastructure and the pedestrian network beyond. A new footway between the access 3 and access 2 is to be provided, which will require some localised carriageway narrowing.

- 5.57 Final details of the off site highway associated with the accesses is to be secured by condition (CONDITIONS 63 and 64) and delivered through section 278 agreement.
- 5.58 **Accessibility**
The accessibility of the site by non-car modes has been a key consideration when determining the application, consequently a number of measures to enhance the accessibility and sustainability of the site are expected. When taking in to account the level of detail received from the applicant and also the timescales for delivery of a number of the measures, appropriate planning conditions (CONDITIONS 65 and 66) and a section 106 agreement will be utilised to secure some of the measures required.
- 5.59 **Pedestrians**
The current nature of the site means that aside from the existing rights of way network pedestrian connectivity is weak. As part of the final scheme the site will offer good permeability, route continuity and improvements that will see the existing adopted highway that runs adjacent to the site as well as the PROW networks including that running through the site upgraded to encourage trips by foot, additional features will also be incorporated in the final design that will assist with pedestrian safety, particularly when considering the existing and the increase in vehicle movements in the vicinity of the site.
- 5.60 **Cycling**
The TA acknowledges the need to provide cycle parking on site in line with the Council's standards, although details of how this will be achieved are yet to be provided. A condition can secure the details (CONDITIONS 36 and 37). The general permeability of the site, together with improvements to the PROW network and adjacent adopted highway will help to tie the site in with existing cycle infrastructure in the area, and in particular the Tanfield Railway path, as required by CSUCP policy GN1(4).
- 5.61 As with pedestrian accessibility and public transport use it is anticipated the site wide travel plan that is to be secured through planning condition (CONDITION 61) will play a key role in promoting cycle trips to and from the site both leisure and non-leisure purposes.
- 5.62 **Public Transport**
As identified in the TA the applicant has been in dialogue with the Council, Nexus and the bus operators in order to establish an appropriate public transport strategy for the site. Many of the aspects of the design have now been agreed, however, there are further details that will need to be secured through planning condition (CONDITIONS 67 and 68) and section 106 agreement.
- 5.63 The policy requirements for the site (GN1(1ii)) require the delivery of a park and ride (P and R) facility, which is to be located at the existing Watergate Park car park. As the scheme has been designed by the applicant to enable a bus to enter the P and R and pick up/drop off and exit in a "loop" or "tear drop" design, this meets the policy requirement.

- 5.64 In discussions that have taken place with Nexus and Go North East the servicing of a facility as described above has been difficult to get agreement on without the provision of a dedicated bus service, which is not to be secured as part of the development proposal. As a consequence, the P and R will need to be secured in two phases. The first of these phases to be secured through planning condition (CONDITIONS 69 and 70) should be delivered at the same time as the wider highway improvements, ahead of the development being occupied, the details of the scheme will allow for parking by commuters within a redesigned car park, pick up and drop off will occur from Whickham Highway through the provision of new bus stops inclusive of bus shelters, a new signalised pedestrian crossing and pedestrian and cycle connections in to the site, the final details will need to be secured through planning condition (CONDITIONS 71 and 72).
- 5.65 Phase two of the P and R facility which will allow for a dedicated bus service manoeuvre in and out of the facility, will need to be secured through the s106 agreement and delivered at a timescale to be determined by the Council and within 10 years of occupation of the final dwelling. The final layout of the parking area for both phases 1 and 2 of the Park and Ride will allow for commuter use, leisure use associated with Watergate Park and pick up and drop off associated with the nearby secondary school, a further community facility is also to be investigated and potentially delivered.
- 5.66 In addition to the P and R facility, the pedestrian connectivity improvements will promote public transport use. This together with the internal layout design will result in the majority of the dwellings being within 400m of public transport infrastructure and all dwellings within 800m. In order to achieve this there is a requirement to move 3 of the existing bus stops out of the existing layby's and replace one of the existing brick bus shelters. This approach is supported by Nexus and the bus operator and details are to be secured through condition (CONDITIONS 73 and 74).
- 5.67 In summary, the following measures are to be secured in order to ensure the proposed developed is suitably accessible by sustainable modes of transport:
- o New footway and pedestrian crossings on Whickham Highway, including pedestrian refuges fronting the site and signalised crossing at park and ride. Condition required to secure final details and timetable for delivery (CONDITIONS 71 and 72).
 - o Greater connectivity with public transport infrastructure and changes to bus stops. Condition required to secure details and timetable for delivery (CONDITIONS 67 and 68).
 - o Improvements to the public rights of way network that will see higher quality surfacing and drainage that will promote sustainable trips between the development and local amenities including schools. A condition will be required to secure final details and timetable for delivery (CONDITION 30).
 - o Improvements to Southfield road. These improvements will be secured through s106 agreement, costs associated with these works are yet to be provided for review and approval.

- o Connections to Watergate Park. Final details will need to be provided as part of future reserved matters applications associated with the outline element of the development. (CONDITION 105)
- o Improvements to the Tanfield Railway Path through the introduction of a Pegasus Crossing on Whickham Highway. A condition will be required to secure the final details and timetable for delivery (CONDITION 106).
- o Park and Ride facility, to be delivered in two phases a condition will be required to agree the final details of the first phase including the internal layout and the bus stop infrastructure together with a timetable for delivery. The second phase should be secured through s106 agreement, at the time of writing costs associated with this have not been provided for review or approval.
- o Travel plan. A final travel plan will need to be secured through s106 agreement; measures shall include but should not be limited to:
 - Welcome packs
 - Travel plan co-ordination with agreed annual budget for running initiatives and promotion of sustainable travel.
 - Promoting electric vehicle use through provision of charging infrastructure at every property
 - Pre loaded Pop card for each property to encourage public transport use
 - Cycle vouchers to assist with the purchase of bikes, together with provision of appropriate cycle parking facilities in line with Gateshead Council's Cycling Strategy.
 - Car sharing initiatives
 - Monitoring and review regime

5.68 Trip generation and impact

For consistency of approach the trip rates used in the assessment of this planning application are the same as those used for the other village growth sites allocated within the CSUCP for Gateshead and Newcastle. It is considered that this allows for a robust assessment of the traffic impacts. The assignment of these trips on the network is based on a methodology derived by the applicant's consultants considering education, employment and other trips, using census information and distributed accordingly

5.69 In order to assess the impact of these trips on the transport network detailed transport modelling has been undertaken using a micro simulation technique that allows the interaction of several junctions to be considered and a review of queue lengths and journey times for general traffic and public transport to be reviewed.

5.70 While the TA concludes that there are no residual cumulative impacts in terms of the operational capacity of the surrounding road network, it should be noted that within the modelled environment the future network is shown to suffer from significant levels of congestion, with long queues on Whickham Highway and the A692 (Consett Road). This congestion is exacerbated with the inclusion of the anticipated development traffic, resulting in severe queuing and vehicles being unable to exit side roads with negative implications on public transport and general traffic journey times.

- 5.71 The biggest impact is for vehicles travelling from Whickham Highway during the am peak, which is where the development traffic will leave the development and join the highway network to travel to work, with many vehicles travelling towards the A1 and Team Valley areas.
- 5.72 Through allocation of the site, the CSUCP identified a series of transport measures to mitigate the cumulative impacts of the development, these are:
- Improvements to the junction of Whickham Highway and the A692
 - Revised signal timings and stop line
 - Improvements to physical arrangement for eastbound approach
 - Retained/improved bus and cycle infrastructure
 - Provision of a park and ride facility
 -
 - Improvements to the junction of the B6317 and Dunston Bank (CONDITION 63)
 - Improvements to pedestrian crossing facilities
 - Pegasus crossing at Tanfield Railway Path
 - Crossing facility associated with P&R
 - Several pedestrian refuges along the frontage of the site
 - Improvements to pedestrian facilities on Southfield Road
 - Details to be secured through S106 agreement
- 5.73 The extensive modelling led Transport Officers to conclude that while schemes have been developed for each of these, on their own they would not suitably mitigate the impact of the development, leaving significant levels of queuing traffic during both the peak hour periods but particularly during the am peak where excessive queuing would be expected along the A692 towards Sunnyside and on Whickham Highway extending beyond Dunston Bank, again resulting in increased journey times for both general traffic and public transport and vehicles experiencing difficulties entering the main transport corridors from side roads including those associated with the new development.
- 5.74 Further Mitigation proposals
Through an iterative process, additional mitigation proposals have been drawn up by the applicant and tested through further transport modelling and these show significant benefits to the local road network compared to the alternative approach including the measures detailed above.
- 5.75 Transport Officers consider that the benefits of the indicative improvement scheme allow for the following.
- Local congestion eased in both the am and pm peak periods when compared to the reduced mitigation approach.
 - Improved journey times for both general traffic and public transport.
 - Reduce the likelihood of the peak periods spreading.
 - Reduce the likelihood of traffic seeking alternative less suitable routes.
- 5.76 While Transport officers consider that the indicative improvement scheme would suitably mitigate the impacts of the development, in order to allow further development of the proposals and allow full consultation with Members, Local residents and other stakeholders as well as control over delivery, the off-site

highway works are to be secured through s106 agreement, allowing delivery up to 10 years post occupation of the development.

5.77 Additional Assessments and Conclusions

In addition to the schemes discussed above, further areas of the transport network have been considered for mitigation based on the impact of the development, these include:

- o Coniston Avenue/Whickham Highway
- o Dunston Bank/Mountside Gardens
- o Front Street/Rectory Lane
- o Front Street/Broom Lane
- o Dunston Bank/Market Lane
- o Duckpool Lane/Whickham Highway
- o Fellside Road/Swalwell Bank

5.78 The TA reports that the first 5 of these junctions operated at an acceptable level with a 2030 base flow and development traffic added. On review and based on wider investigations it is accepted that options available to allow improvements are limited and the predicted levels of additional queuing that will result from the development are not considered to be of a significant level to warrant mitigation as part of this development.

5.79 The latter 2 junctions were identified as areas where potential further mitigation should be investigated, however on review the options available were not considered to be suitable and would not be in the best interest of the local area.

5.80 Road Safety

The TA has carried out a thorough 5 year review of accident records for the road network extending from the site covering Whickham Highway, A692, Dunston Bank, Front Street Dunston, A1, Lobley Hill interchange and the Kingsway North interchange. This has identified a total of 117 incidents within a c.6km study area equating to approximately 23 accidents per year, while every accident is unfortunate the analysis does not suggest any particular patterns or clusters that would warrant the need for this development proposal to add further mitigation from that already discussed. However, as this analysis was carried out covering the period 2011 to 2016 the applicant should prior to determination provide an update for the most recent records to ensure the findings area accurate. This will be reported in an Update to Committee.

5.81 In summary and on review of all the information submitted as part of the application, a number of mitigation measures are to be delivered as part of the proposal in order to attempt to suitably mitigate the impacts of the increase in movements, and encourage trips by sustainable modes. The proposals will result in an increase in traffic and as a consequence an increase in queuing and journey times on the network fronting the site and beyond. The most significant impact will be experienced on Whickham Highway and the A692 during the am and pm peak periods. If all of the mitigation as outlined within the report is delivered through planning condition and section agreements (S106, S278 and S38) then it is the Transport Officer's view that the severity of the impact will be significantly reduced.

- 5.82 Given the above, subject to the recommended conditions the proposal is considered to be acceptable and in accordance with CSUCP policy GN1.
- 5.83 **LAYOUT**
Whilst the general layout shown is considered to be acceptable, a number of conditions are required to cover matters of detail, such as surface materials, visibility splays at accesses and junctions, gradients, construction timescales, pedestrian and cycle links, cycle parking, electric vehicle charging points, street lighting, tracking at turning heads and the lighting and drainage of internal Public Rights of Way.
- 5.84 The internal layout will be subject to a 20MPH speed limit and the internal road layout and access arrangements have generally been agreed.
- 5.85 A condition will be required to ensure the access associated with Phase A is not brought in to use prior to the existing access associated with the properties along Broom Lane having been closed to traffic (CONDITION 62).
- 5.86 Clear demarcation will be required between the development site and the existing private road serving the dwellings on Broom Lane, this may include physical measures to prevent vehicles misusing the lane. (CONDITIONS 75 and 76).
- 5.87 Two Public Right of Way (PROW) links are to be provided to the western boundary of the site. Details of these have not been provided to demonstrate how they will tie in with the wider ROW network, while the actual works are to be covered within the s106 the details should be covered by planning condition (CONDITIONS 30 and 31).
- 5.88 Concerns remain surrounding the tie in between the full element Phase B and the outline element Phase C of the application site. A condition is required for full details to be provided for the vehicle link and the pedestrian links particularly in view of the gradients that will need to be achieved going forward as part of their reserved matters application (CONDITIONS 89 and 90).
- 5.89 For developments of 150-250 dwellings two points of access should be provided for emergency access purposes. It is understood that as the outline element of the proposals are brought forward, this requirement will be met, however, as there are no timescales linked to this in the context of the construction of Phase B, a strategy for the delivery of the secondary access is to be agreed. It may be acceptable to deliver the alternative access for emergency use only for an interim period (150 - 250 dwellings). A fully constructed secondary access must be constructed prior to occupation of the 251st unit on Phase B of the site. This should be secured by planning condition (CONDITION 77).
- 5.90 Final details will need to be conditioned that resolve conflicts between traffic calming, driveways and visitor parking bays (CONDITIONS 28 and 29).

- 5.91 Links from Phase C to Phase B, the park and ride facility and the wider Watergate park in line with the accessibility plan will be required as part of any reserved matters application (CONDITIONS 48, 49, 69, 70, 105).
- 5.92 Given the above, subject to the recommended conditions, the proposal is considered to be acceptable and in accordance with CSUCP polices CS13, GN1 and the NPPF.
- 5.93 BIODIVERSITY/Mitigation of effects on biodiversity
The NPPF, paragraph 170 sets out strategies for delivering enhancements to the natural environment, 'including by establishing coherent ecological networks'. Paragraph 109 states that 'the planning system should contribute to and enhance the natural and local environment by: minimising impacts on biodiversity and providing net gains in biodiversity where possible'.
- 5.94 Site specific policy GN1 requires at point 3 mitigation of the impacts of the development of the development on the historic environment, landscape, biodiversity and ecological connectivity, including:
- iv. the protection and enhancement of existing habitats of high ecological value,
 - v. the provision of 30 hectares of land for habitat creation to the northwest of the site, and
 - vi. the provision of a new defensible Green Belt boundary on the southern part of the site where the boundary cuts across fields.
- 5.95 The proposed development site is located within 1km of several designed Local Wildlife Sites (LWSs) including: Dunston Hill Pond, Wickham Thorns, Watergate Forest Park Lake, Ravensworth Ponds & Woods, Washingwell Wood and Bucks Hill Plantation. Habitats within and adjacent the proposed development site comprise predominately arable fields bound by native hedgerows (DBAP priority habitat), a former plant nursery/buildings and events field, mature broadleaved plantation woodland and several small ponds. Watergate Forest Park is located less than 250m south of the proposed development site.
- 5.96 Habitats within and immediately adjacent the proposed development site have the potential to support a broad range of statutorily protected and/or priority (S.41 NERC Act/DBAP) species. The application for planning permission is supported by a series of ecological surveys including: Preliminary Ecological Appraisal, Butterfly and Reptile Survey; Great Crested Newt Survey; Bat Survey; Ornithological Assessment; and Preliminary Mitigation, Compensation and Enhancement Strategy undertaken in accordance with recognised good practice guidelines.
- 5.97 The majority of the buildings on site are considered to pose a negligible risk for roosting bats. Detailed survey work confirmed the likely absence of roosting bats within the only building on site assessed as posing a low risk of supporting roosting bats. Several trees/tree groups on site are considered to pose a moderate to high risk for roosting bats. A combination of transect surveys and remote monitoring has confirmed that the existing boundary hedges and areas

of broadleaved plantation woodland are of particular value for foraging and commuting bats.

- 5.98 The proposed development site and adjoining areas supports an extensive assemblage of breeding and foraging birds typical farmland, woodland and urban habitats. This includes but is not limited to the following priority/notable species: linnets, yellowhammers, tree sparrows, grey partridges, skylarks, meadow pipits, song thrushes, mistle thrushes, stock doves, bullfinches, house sparrows, kestrels, barn owls and tawny owls.
- 5.99 Survey work has confirmed the likely absence of great crested newts within the site and the adjoining Watergate Forest Park. Smooth newts, common toads (S41 NERC & DBAP priority species) and common frogs were recorded within several ponds within and adjacent to the proposed development site. With the exception of the areas of arable land, buildings and hardstandings; the site is considered to provide good quality terrestrial habitat for amphibians.
- 5.100 Habitats within and immediately adjacent to the proposed development site are considered to pose a residual risk for reptiles, priority butterfly species, hedgehogs and badgers.
- 5.101 The development proposals incorporate a series of mitigation and onsite compensation measures designed to avoid/minimise adverse impacts on biodiversity including designated sites, priority habitats, protected and priority/notable species and ecological connectivity; including (where possible) the retention, buffering and positive management of existing habitats (incl. broadleaved plantation woodland and hedgerows) and the creation of new/replacement habitats/features (incl. hedgerow, semi-improved grassland, wetland, tree mounted and integral bat roost features and bird boxes).
- 5.102 Despite the provision of onsite mitigation and compensatory measures, and the provision of 30ha of land to the northeast of the development for the purpose of habitat creation; the proposed development will result in a residual adverse impact on farmland birds, including ground nesting species. In this instance and in accordance with the mitigation hierarchy set out in the NPPF the provision of off-site ecological compensation will be required to address the residual impacts of the development on farmland birds and to ensure no-net loss of biodiversity.
- 5.103 Subject to the imposition of a suitably worded planning condition(s) requiring a Biodiversity Method Statement (CONDITIONS 11 and 12), a Lighting Design Strategy (CONDITIONS 41 and 42), a Landscaping Scheme (CONDITIONS 38 and 39). Along with and a suitable legal agreement to secure a developer contribution for the purpose of delivering an appropriate/proportionate scheme of offsite ecological compensatory measures for farmland birds; it is considered that the proposed development will not result in a significant adverse impact on biodiversity, including designated sites, priority habitats, protected and priority species, and ecological connectivity and in accordance with both national and local planning policies.

5.104 Given the above, and subject to the recommended conditions and s106, the proposal is considered to be acceptable and in accordance with Saved UDP policies DC1(d), ENV44, ENV46, ENV47, ENV49 and ENV51, CSUCP policies GN1 (3) CS18 and the NPPF.

5.105 HERITAGE ASSETS

WHICKHAM CONSERVATION AREA

Site specific policy GN1 requires, at point 3, mitigation of the impacts of the development on the historic environment, landscape, biodiversity and ecological connectivity, including the protection of the setting of the adjacent locally listed Dunston Hill Estate and the Whickham Conservation Areas.

5.106 With regard to the protection of the heritage assets a Heritage Statement has been submitted in support of this planning application which recognises that the proposed development will not be visible from the village core or the Dunston Hill Estate and that the open space between the village and the Estate will be maintained ensuring no adverse impact on these elements of the assets. It is recognised that the development will be visible from the rear of the houses along Broom Lane, adjacent to the site, and there will be slight effect on the setting of these, however, their primary contribution to the Conservation Area is to the Whickham Highway approach road, which will be maintained.

5.107 Given the above, and subject to the recommended conditions in respect of materials and landscaping and S106, the proposal is considered to be acceptable and in accordance with Saved UDP policies ENV7, CSUCP policies GN1 (3) CS15 and the NPPF.

5.108 LANDSCAPE AND VISUAL IMPACT - An adequate landscape buffer

Site specific policy GN1 requires at point 3 mitigation of the impacts of the development of the development on the historic environment, landscape, biodiversity and ecological connectivity, including:

- ii the provision of a landscape strategy for the combined sites
- iii the use of landscaped buffers between any new housing and the adjacent countryside and existing housing,

5.109 The application is supported by a Landscape and Visual Impact Assessment (LVIA) although the principle of development of this site has already been established through the CSUCP allocation. The LVIA provides detail of the main change in relation to the Landscape Character of the site and that is it will change from a mix of pastoral and commercial use to a residential development, infilling the existing residential areas to the north and east of the site.

5.110 The assessment submitted in support of this planning application outlines the range of landscaping measures proposed to provide sufficient green buffers between the site and surrounding areas of historical and/or ecological interest. To the north, property boundaries, tree planting and the B6317 provide a buffer between existing housing at the Dunston Hill estate north of the B6317. To the west of the development site, the Forest Park provides a buffer between the Whickham Conservation Area, preventing encroachment and possible merging

of Dunston and Whickham south of the B6317. Conditions can secure the final details (CONDITIONS 38 and 39).

5.111 GREEN INFRASTRUCTURE

Site specific policy GN1 requires, at point 4, mitigation of the impacts of the development of the development on the historic environment, landscape, biodiversity and ecological connectivity, including Improvements to the recreational amenity of, and green infrastructure links with, Watergate Forest Park and the Tanfield Railway Path and, at point 5, Open space, sport and recreational facilities, where necessary. At 1.5 the policy requires improvements to pedestrian facilities on Southfield Road. This can be secured through the S106.

5.112 The proposed reinforcements to the existing landscaped boundaries and buffer to the green belt, landscaped areas and open spaces seek to ameliorate the negative changes on the landscape character with an overall improvement by removal of large scale commercial buildings and hardstanding areas.

5.113 Structural and low level planting is proposed in the submitted landscape strategy to maximise habitat creation on site and it is recommended that this be secured by a series of conditions.

5.114 Information on proposed and existing ground levels is required along with an amended Landscape Strategy drawing. These details can be secured by condition.

5.115 A defensible Green Belt boundary will be created through the provision of a new hedge and tree planting supported by the use of SUDS and existing trees to the south of the site. Additionally, Watergate Forest Park will prevent housing encroachment from the west.

5.116 Given that the site is largely contained by existing topography and vegetation and as such the development is considered will integrate into the southern settlement edge of Sunnyside and is in accordance with Saved UDP policy DC1 and CSUCP policies GN1, CS18 and CS15.

5.117 TREES

The trees that comprise the copse separating Phases A and B are subject to a Tree Preservation Order. The layout has respected the constraints of the Root Protection Areas of all trees on site. An Arboricultural Impact Assessment has been submitted in support of the application and includes measures for the protection of trees during the construction period and it is recommended that these be secured by condition (CONDITIONS 16 and 17).

5.118 Given the above the proposal is considered to be acceptable and in accordance with the CSUCP policy CS18 and Saved UDP policy ENV44.

5.119 FLOOD RISK, DRAINAGE AND WATER QUALITY

Site specific policy GN1 requires by point 7 a flood risk assessment to demonstrate there is no increase in flood risk downstream as a result of

discharging surface water into the Black Burn. Required by point 8 is evidence that there is adequate foul and surface water infrastructure capacity before connecting to the existing public sewerage system and by point 9 measures to ensure existing greenfield run off rates for up to a 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.

5.120 Flood Risk

A Flood Risk Assessment (FRA) has been submitted in support of the application. The site lies within flood zone 1 which is appropriate for residential use. The assessment considers the flood risk of the site itself as well as surface and foul water drainage proposals.

5.121 The NPPF requires local planning authorities to ensure that flood risk elsewhere is not increased by proposals. The NPPF also requires new development to be planned to avoid increased vulnerability to the range of impacts caused by climate change, including flood risk.

5.122 Policy CS17 of the CSUCP sets out the local expectations with regard flood risk and drainage. As the site is over 0.5ha, and as per the requirement of the policy, the application is supported by a flood risk assessment. The FRA and Drainage Strategy submitted in support of this application is in accordance with the sequential approach set out in Policy CS17. Policy CS17 also requires development to avoid and manage flood risk from all sources, taking into account the impact of climate change over its lifetime.

5.123 SuDS

Following the application of the hierarchy of drainage outlined in CSUCP Policy CS17 it is anticipated that surface water will be ultimately discharged into the Black Burn via an unnamed watercourse and the Watergate Forest Park. SuDS features such as detention basins are proposed to attenuate surface water run-off to the equivalent existing greenfield run-off rate to ensure that the risk of flooding elsewhere is not increased by the development.

5.124 It is proposed that a SuDS storage basin will be constructed during the Phase B (full/Persimmon Homes) area development works within the south corner of the Phase C (outline) development area. As such the conditions for the Phase B area development area need to be worded to cater for this scenario.

5.125 The Drainage Strategy demonstrates that it would ensure that there is no risk of flooding and the hydraulic performance of the network ensures that there will be no overland flooding within the development up to and including the 1 in 30 year rainfall event inclusive of an allowance for climate change. The network has been designed such that there is no flooding during the 1 in 100 year rainfall event inclusive of an allowance for climate change. Delivery of the SuDS features can be secured by condition (CONDITION 100).

5.126 Given the low risk of flooding and the ability to deliver an effective water management system on-site, the approach taken is acceptable and in accordance with the NPPF and Policy CS17.

5.127 Foul Water Drainage

A Pre-Development enquiry was submitted to Northumbria Water (NWL) who have confirmed that there is sufficient capacity within the drainage network to accommodate the foul flows from the development. It is anticipated that all foul flows will be able to discharge into Whickham Highway without needing to be pumped. The FRA and Drainage Strategy highlight the discharge points which can accommodate the flows without restriction. The final detail of the connections between the development and these points can be secured by condition (CONDITION 46).

5.128 A sustainable drainage system has been incorporated into the development in the form of filter strips, swales, detention basins, crates; and the surface water which will discharge to unnamed watercourses which connect to Watgate Park Lake and then into the Black Burn watercourse. The principles of providing SuDS and the approach to the drainage hierarchy is in accordance with Core Strategy Policy CS17:

5.129 Policy CS17 of the Core Strategy requires that development will prioritise the use of Sustainable Drainage Systems (SuDS), given the multi-functional benefits to water quality, green space and habitat enhancement. The advice from LLFA should be followed to ensure compliance with Core Strategy Policy CS17:3. The water quality is particularly important given the surface water discharge route into Watgate Forest Park Local Wildlife Site; and design of the SuDS features should maximize their amenity and ecological value.

5.130 The final drainage scheme and SuDS management plan will need to be the subject of appropriate conditions to ensure that the SuDS are maintained over the lifetime of the development (CONDITIONS 22 - 25).

5.131 Given the above and subject to the recommended conditions, the measures set out within the FRA and the Drainage Strategy are considered to be acceptable and in accordance with CSUCP policies CS17 and GN1, paragraphs 163 and 165 of the NPPF.

5.132 GROUND CONDITIONS

Soil contamination has been identified in isolated locations in Phases B and C. Further site investigation is required in Phase C and Remediation statements are required for Phases B and C.

5.133 As referred to in the drainage section above, the SuDS are to be constructed in the southern part of Phase C as part of the Phase B where no site investigation works have been undertaken to date. This area includes an area of the Watgate Remediation scheme where backfilled contaminated / potentially combustible colliery ash was deposited and capped with 1m of clay, and later the nursery site as extended to include this reclaimed area.

5.134 As such, further site investigation is required in the proposed location of the SuDS pond area as part of the Phase B planning conditions and any required remedial works for this part of Phase C also included in the required remediation statement for Phase B works. The remediation statement will need

to assess how any excavated contaminated potentially combustible material will be dealt with and how any retained colliery ash will be dealt with to maintain the integrity of the original remediated site

- 5.135 A number of Phase specific conditions are required to ensure that land contamination issues are appropriately dealt with.
- 5.136 COAL LEGACY
The site is in a Coal Authority 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.
- 5.137 The Ground Investigation Interpretative Report correctly identifies that the application site has been subject to past mining activity. The Coal Authority records indicate that the site is likely to have been subject to historic unrecorded underground coal mining at shallow depth and that thick coal outcropped across the site.
- 5.138 The Ground Investigation Report has been informed by an appropriate range of sources of information; including a Coal Mining Report, BGS geological mapping and the results of intrusive site investigation works. Based on this review of existing sources of geological and mining information and the intrusive investigations, the Report concludes that there is a high risk of potential shallow unrecorded workings across the site. Accordingly, appropriate recommendations are included for measures including drilling and grouting to stabilise these potential features on a plot by plot basis. A condition is recommended to ensure that these works are undertaken on site prior to commencement of development (CONDITION 10).
- 5.139 Given the above and subject to the recommended conditions the proposal is considered to be acceptable and in accordance with Saved UDP policy ENV54 and CSUCP policy CS14.
- 5.140 Minerals
The NPPF recognises that minerals are essential to support sustainable economic growth and our quality of life and recognises that these are a finite resource which should be made best use of. The NPPF goes on to require planning authorities to define Minerals Safeguarding Areas and encourage the prior extraction of minerals where practicable and environmentally feasible. Policy CS20 of the Core Strategy allocates the whole plan area as a Mineral Safeguarding Area and states that where non-mineral development is proposed within the Mineral Safeguarding Area, consideration should be given to the feasibility of prior extraction of the mineral resource from sites over 1ha unless there is evidence that:
- 5.141 The mineral resource is not present, has already been extracted or is of insufficient extent to be of any economic value, or extraction of the mineral would have unacceptable impact on the environment, local communities or

other neighbouring uses, or There is an exceptional overriding need for the development, which outweighs the value of the mineral resource.

- 5.142 In respect of this requirement, a Mineral Extraction Feasibility study has been prepared which demonstrates that there is a likely excessive ratio of overburden to winnable coal which indicates that the extraction of the coal would not be economical. There is also evidence that some coal reserves beneath the site have already been extracted which would further reduce the value of the present coal. It is therefore concluded that the prior extraction of coal would not be of economic value and therefore the requirements of Policy CS20 have been met.
- 5.143 Given the above and subject to the recommended conditions the proposal is considered to be acceptable and in accordance with Saved UDP policy ENV54 and CSUCP policy CS20.
- 5.144 **ARCHAEOLOGY**
Saved UDP Policy ENV22 relates to sites and areas of archaeological importance and states that 'where there is the likelihood that archaeological remains will be encountered as a result of development the Council will require a programme of investigative research and/or fieldwork to determine whether the remains, that might exist, merit preservation in situ or by record. Research and fieldwork findings should be published'.
- 5.145 The site has undergone a desk-based investigation by Tyne and Wear Museums to assess the site for archaeological interest. An archaeological geophysical and evaluation report has been submitted in support of the application. Following on from this initial desk-based investigation, geophysical survey works were undertaken between 29th April and 1st May 2014. The evidence compiled during the fieldwork confirms that the site could potentially host a number of archaeological remains. Subsequently, in response to a requirement of the County Archaeologist, trial trench evaluation of the site was undertaken during May 2018 by Durham University (Archaeological Services) to in order to inform any decisions that may be made for the planning application.
- 5.146 The scope of the works included twenty trial trenches excavated within the proposed development area. Evaluation trenches were excavated across the development site (25 trenches in total). As a result of the findings it has been concluded that no archaeological resource was identified which requires preservation in situ and no further works are required prior to the determination of the planning application. A report of the findings is outstanding and a condition is recommended to secure an Archaeological Post Excavation Report (CONDITION 26)
- 5.147 As per the requirements of Policy GN1 the route of the Whickham Grand Lease Waggonway is to be preserved in situ as a footpath linking the development, surrounding residential areas at Whickham and Dunston Hill with the Watergate Forest Park and recreational areas south of the site. The Waggonway will be a tree lined route, creating a green buffer between the development and

agricultural land adjacent to the site. Interpretation Boards will also be provided to aid public understanding of the Waggonway. (CONDITIONS 103 and 104)

5.148 Given the above, subject to the recommended conditions, there is unlikely to be any significant impact on heritage assets, particularly given that appropriate care and recording would take place, should any archaeological resource be found and therefore the proposal is considered to be acceptable and in accordance with Saved UDP policy ENV22 and CSUCP policy CS15.

5.149 Given the above the proposal is considered to be acceptable and in accordance with the NPPF and Saved UDP policy ENV21.

5.150 NOISE

A Noise Survey has been submitted in support of the application. The report indicates that prevailing noise levels (road noise from Whickham Highway) have been measured in detail and assessed according to representative "worst case" conditions. Detailed noise measurement has been carried out on a typical weekday. Levels at the most exposed site boundary i.e. the northern boundary with Whickham Highway, vary due to road traffic speed variation and distance of the site boundary from the road. Future housing plots at this site perimeter will, assuming a typical stand-off and allowing for some façade reflection effects, be exposed to noise levels up to 68dB(A). Lower noise levels are where traffic speed is diminished and/or the road gradient varies.

5.151 For all plots at the northern site perimeter there will, therefore, be a requirement for suitable amelioration, possibly in the form of enhanced screening (to ensure amenity garden noise levels are at 55dB(A) or less) and enhanced sound insulation of the building envelope to ensure all internal noise levels within habitable rooms are also within relevant criteria.

5.152 Night time noise is not a significant issue, in comparison to Daytime Noise Levels. Equivalent Continuous Noise Levels will be reduced by at least 7dB(A). Accordingly, noise amelioration appropriate to Daytime Noise Levels will easily suffice for Night Time.

5.153 On the basis of the proposed layout, noise amelioration measures are given in Section 6 of the report. These relate to the inclusion of additional sound insulation measures in the building envelopes at those facades affected by road traffic noise. These would afford the residents of the proposed dwellings with acceptable internal and external (private amenity areas) noise environments. It is recommended that the measures be secured by an appropriate condition (CONDITION 107).

5.154 In order to protect the residential amenities of existing residents and future occupants of the early completions on the site it is considered necessary to condition a construction methodology statement that should include details of the compound, car park and a further condition restricting the hours of construction (CONDITIONS 18).

5.155 Given the above and subject to the recommended conditions the proposal is considered to be acceptable and in accordance with Saved UDP policy ENV61 and CSUCP policy CS14.

5.156 AIR QUALITY

Paragraph 17 of the NPPF requires planning to ensure a good standard of amenity for all existing and future occupants of land and buildings and paragraph 109 requires that new developments are not put at unacceptable risk of air or noise pollution. As such an Air Quality Assessment (AQA) has been submitted in support of this planning application.

5.157 The assessment methodology and predictions/conclusions that the housing development (operational phase) will not significantly impact on air quality or place residents in areas of unacceptable pollution is accepted by officers.

5.158 However, the assessment does not include the proposed park and ride scheme and a report will be needed regarding this aspect of the development (CONDITION 14).

5.159 Construction Phase

The AQA includes an assessment of the construction phase of the proposals to determine the risk and significance of dust effects from demolition, earthworks, construction associated with the proposed development.

5.160 The Assessment proposes a number of mitigation measures such as:

- Dampening down of exposed stored materials, which will be stored as far from sensitive receptors as possible;
- Removal of top cover in small areas and not all at once;
- Ensure all vehicles switch off engine when stationary; and
- Avoiding dry sweeping of large areas.

5.161 It is considered that the measures outlined in the Air Quality assessment be conditioned to ensure the implementation of these measures to reduce the impact from dust effects (CONDITION 14).

5.162 Operational Phase

The AQA has considered the potential impact of the increase in vehicles resulting from the housing proposals. The Assessment assesses both existing sensitive receptors and also proposed sensitive receptors within the site. The Assessment concludes that once the development is operational the pollutant concentrations will be below the air quality objectives and target levels, therefore no mitigation measures are required.

5.163 Given the above, and subject to recommended conditions, the proposals are considered to be acceptable and in accordance with Saved UDP policy DC2 and CSUCP policy CS14.

5.164 LAND QUALITY

An assessment of the soil quality at site, that considers if development would result in a loss of high quality agricultural soils, has been submitted in support of the application.

- 5.165 The Ministry of Agriculture, Fisheries and Food (MAFF) Agricultural Land Classification of England and Wales - Revised Guidelines and criteria for grading the quality of agricultural land, October 1988 provides guidance on the standard assessment method for the grading of Agricultural Land Classification.
- 5.166 Having assessed the soil quality the report concludes that the land falls into the Agricultural Land Classification of Grade 3b.
- 5.167 The definition of Grade 3b is "Land capable of producing moderate yields of a narrow range of crops, principally cereals and grass or lower yields of a wider range of crops or high yields of grass which can be grazed over most of the year." Historical cropping highlights that the land has been cropped in a limited, narrow range of cereal crops, with some grassland and areas of unmanaged fallow and woodland.
- 5.168 Given the above, the report concludes that following a full and detailed assessment that the Agricultural Land Classification for the site is Grade 3b with limited amounts of Grade 3a present, and that possible development of the site would not result in the loss of high grade agricultural land. Therefore the proposal is considered to be acceptable and in accordance with the requirements of the NPPF.
- 5.169 **STATEMENT OF COMMUNITY INVOLVEMENT**
Public and Stakeholder Consultation
A comprehensive community engagement process has been undertaken. The consultation strategy was agreed at an early stage with Officers.
- 5.170 In brief, a two-stage public consultation was agreed. The first stage of the consultation was undertaken in May 2016 and took the form of two drop-in consultation events. The events were advertised via a leaflet drop which was distributed to local residents. The area of distribution was agreed with Officers prior to the event and included areas of Whickham, Dunston and Lobley Hill, with approximately 800 households receiving flyers. Invitations to the event were also sent directly to Ward Members for Whickham, Dunston and Lobley Hill. In addition to the events, a consultation website was set up with links provided on the flyer. The flyer also included contact details where members of the public could contact the developer's project team directly if they were unable to attend the event.
- 5.171 The events were held on 23rd May 2016 at Whickham Library from 3-6:30pm and 24th May 2016 at Lobley Hill Community Centre from 3-7pm. At the event information boards were displayed which provided an overview of the proposals including a draft layout. A questionnaire was provided at the event which could be filled out on the day or taken away and posted to the project team. The

information boards were also uploaded to the consultation website to allow those who were unable to attend the event to view the proposals.

5.172 Following the first stage of consultation amendments were made to the proposals and the final scheme was presented to Planning & Development Committee of 4th January 2017. Following the committee presentation a feedback session held at Lobley Hill Library on Monday 9th January 2017 which provided residents with an update as to the progress of the proposals and demonstrated the ways in which their comments have been taken into account in the background research undertaken to inform the proposals and the design of the proposals.

5.173 COMMUNITY INFRASTRUCTURE LEVY

On 1st January 2017 Gateshead Council became a Community Infrastructure Levy (CIL) Charging Authority. This application has been assessed against the Council's CIL charging schedule and the application site is within Residential Zone A and the levy is £60 per sqm for market housing with an exception provided for the on site affordable housing. CIL is charged on all new developments which create more than 100m² of floor space and on all those developments which create 1 or more new dwellings. The chargeable amount of CIL is calculated on the gross internal area of the net increase in floor area.

5.174 A requirement of policy GN1(2) is 'contribution to local primary school provision'. Gateshead's Regulation 123 List of Recipient Infrastructure (November 2016) sets out that the provision of additional primary school places will be secured via CIL and specifically references that the additional primary school places required under Policy GN1 will be provided for through CIL. As such, the development will make the required contribution in accordance with Policy GN1 and DEL1 through the Community Infrastructure Levy (CIL).

5.175 LOCAL EMPLOYMENT AND TRAINING

Policy CS5 of the CSUCP sets out the need to attract and support a skilled labour force and improving skills and access for local people to job opportunities including through targeted recruitment and training.

5.176 In accordance with the Planning Obligations Supplementary Planning Document (first review dated December 2016) the Council is seeking a section 106 obligation to secure benefits to the Local Workforce that may include direct, indirect and induced jobs employment, apprentices, graduates or trainees.

5.177 OTHER MATTERS

Objectors have commented that housing should not be built on this land. The site is an allocated housing site that was removed from the Green Belt.

5.178 Objectors have made reference to their right of way along an existing track Broom Lane. Land ownership and Right of Access are civil law matters and they are not issues that can be considered under planning legislation. However, the concerns raised in respect of the use of the track by residents of the new housing by both drivers and pedestrians taking short cuts have been assessed in this report.

- 5.179 An objector has referred to a letter from Brandon Lewis in respect of development of brownfield over green belt land. The site is not in the green belt as it is allocated for housing under CSUCP policy GN1 examined in public. The Inspector did not impose any limit on the policy that states "approximately 530 dwellings" as suggested by another objector that the Inspector set a limit of a further 20 dwellings in addition to the 530 dwellings.
- 5.180 In regard to the insufficient GP places and pharmacies in the area to cope with the development, the site was allocated for housing following the Examination in Public (EIP). No concerns were raised from the NHS to this allocation and no objections have been received to this application from the NHS. It is not considered that this issue would justify a refusal of planning permission.
- 5.181 In terms of potential risk of crime from access for new residents into neighbouring residential areas, it is not considered that there is any evidence that this would be the case.
- 5.182 On the contrary, it is considered that the proposed development would provide more overlooking of areas which currently do not benefit from much surveillance.
- 5.183 It is acknowledged that the plans submitted for the application and subsequently amended will, inevitably be different from those displayed by the developer during community consultation events. However, it is not considered that this would be an unusual situation as development proposals evolve as a result of representations received during the early consultation events. In any event, the consultation of local residents by the Council on the planning application gives residents the opportunity to comment on the latest plans.
- 5.184 In regard to concerns about the loss of value of nearby properties, this is not a matter that can be taken into consideration by the Council when determining the application as it has long been a principle of the planning system (established by the courts) that planning is concerned with land use in the public interest, so that protection of purely private interests such as the impact of a development on the value of a neighbouring property or loss of a private view could not be material considerations.
- 5.185 In addition, the proposed development would comprise approximately £160,00 in annual council tax receipts and £640,000 in New Homes Bonus receipts from the Government to be spent by the local authority where it is most needed.

6.0 CONCLUSION

- 6.1 Taking all of the above into account the proposed development is within a sustainable location, as established through the CSUCP allocation (Policy GN1) and provides a significant amount of housing, responding to an identified need over the plan period.

- 6.2 The application has demonstrated that the proposal is acceptable in terms of Sustainability, Landscape and Visual, Flood Risk, Drainage and Foul Sewerage, Utilities, Ecology, Noise, Air Quality, Land Contamination, Transport, and Archaeology.
- 6.3 The benefits of the proposals are the provision of housing development on a strategic scale; provision of the Park-and-Ride facility; potential for safe pedestrian access to the existing urban area; a number of services and facilities, including schools, recreation opportunities, retail centres and a supermarket within walking distance.
- 6.4 The proposed development is consistent with the allocation of the site delivering 582 family homes that includes 15% affordable on site housing. The development as proposed integrates with the surroundings linking to the centre of Whickham. The design is sympathetic to the site constraints and character of the area and includes a significant amount of open space and landscape buffers to lessen the visual impact, providing opportunities for outdoor play, dog walking and other leisure activities. Green spaces will be provided, together with private gardens to the residential properties. The proposed development will make a significant contribution to the local economy in providing a range of jobs and training opportunities both during the construction phase of development and longer term through indirect job creation through an uplift in local expenditure generated by new residents.
- 6.5 A section 106 legal agreement is required to secure the requirements of CSUCP policy GN1 and these are:
- Delivery of the Park and Ride
 - Sport Contribution
 - Affordable housing in perpetuity
 - Off Site Highway mitigation works
 - Off site Biodiversity mitigation
 - Park and Ride
 - Local workforce commitments

7.0 Recommendation:
GRANT SUBJECT TO A SECTION 106 AGREEMENT

1) The agreement shall include the following obligations:

- Delivery of the Park and Ride
- Sport Contribution
- Affordable housing in perpetuity
- Off Site Highway mitigation works
- Off site Biodiversity mitigation
- Local workforce commitments

2) That the Strategic Director of Legal and Corporate Services be authorised to conclude the agreement.

3) That the Service Director of Development, Transport and Public Protection be authorised to add, delete, vary and amend the planning conditions as necessary.

4) And that the conditions shall include:

- 1 plans
- 2 Masterplan
- 3 timescale
- 4 PHASE A unexpected contamination
- 5 PHASE B Ph 2 Risk Assessment
- 6 PHASE B remediation
- 7 PHASE B Implement Remediation
- 8 PHASE B Verification report
- 9 PHASE B Unexpected contamination
- 10 PHASES A and B Coal Legacy
- 11 biodiversity method statement
- 12 implement biodiversity method statement
- 13 in accordance with FRA
- 14 construction management plan
- 15 implement CMP
- 16 tree protection measures
- 17 implement tree protection measures
- 18 hours of construction
- 19 drainage construction method statement
- 20 implement drainage construction method statement
- 21 Drainage Assessment to include surface and foul water drainage
- 22 SUDS Scheme
- 23 Implement SUDS scheme
- 24 drainage maintenance document
- 25 implement drainage maintenance
- 26 archaeological report
- 27 PH A AND B implement SITE LEVELS
- 28 Phases A AND B 20 MPH to include revisiting visitor parking bays adj 305, 308, 309 and 328 and driveway conflicts and curtailed footways
- 29 PH A AND B Implement 20 MPH
- 30 PROW links to wider ROW network, surfacing, lighting and drainage
- 31 Implement PROW lighting etc.
- 32 materials
- 33 implement materials
- 34 Surface treatment materials
- 35 implement surface treatment
- 36 cycle storage
- 37 implement cycle storage
- 38 Landscaping scheme for suds
- 39 implement landscaping
- 40 boundary planting rear broom lane
- 41 lighting strategy
- 42 implement lighting strategy
- 43 landscape management plan

44 EV charging points
45 implement EV points
46 access to phases
47 implement access to phases
48 vehicular cycle pedestrian link between Phase B & C (up to boundary of Phase B)
49 Implement links between B and C
50 details of gradients of roads and paths
51 implement gradients of roads and paths
52 tracking for all turning heads on all phases to include location of lighting columns
53 implement turning heads
54 drives 2m x 2m and gradient 1:8
55 park and ride details
56 implement park and ride details
57 phases a and b play areas
58 implement play areas
59 on site landscaping
60 implement on site landscaping
61 travel plan
62 first use of access to Charles church
63 off site highway works
64 implement off site highway works
65 accessibility details
66 implement accessibility measures
67 public transport strategy
68 implement public transport strategy
69 park and ride interim and final
70 implement park and ride interim and final
71 bus stops crossing points cycle connections
72 implement bus stops etc.
73 relocated bus stops
74 implement relocated bus stops
75 Signing and Lining of private road demarcation
76 implement signing and lining Broom Lane
77 PHASE C access prior to occupation of 251st unit on Phase B
78 PHASE C RES MATS
79 PHASE C timescale
80 PHASE C 230 dwellings
81 PHASE C ph 2 risk assessment
82 PHASE C remediation
83 PHASE C implement remediation
84 PHASE C verification
85 PHASE C unexpected contamination
86 PHASE C affordable scheme
87 PHASE C suds scheme
88 PHASE C implement suds
89 PHASE C site levels
90 PHASE C implement site levels
91 PHASE C house types

- 92 PHASE C implement house types
- 93 PHASE C landscaping
- 94 PHASE C implement landscaping
- 95 PHASE C SuDS Management plan
- 96 PHASE C implement SuDS management plan
- 97 PHASE C play area
- 98 PHASE C implement play area
- 99 PHASE B implement suds in phase c for plots in ph b
- 100 no trees to be removed
- 101 PHASE C wheelchair housing
- 102 PHASE C Implement wheelchair housing
- 103 PHASE C Waggonway interpretation
- 104 PHASE C implement Waggonway Interpretation
- 105 PHASE C connections to watergate park
- 106 PHASE C improvement to Tanfield Railway Path
- 107 Noise Mitigation Phases A, B and C

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