



North Tyneside Council

Environment Sub-Committee

15 February 2019

Tuesday 26 February 2019 Room 0.01, Ground Floor, Quadrant, The Silverlink North, Cobalt Business Park, North Tyneside **commencing at 6.00 pm**

Agenda Item

Page

1. Apologies for Absence

To receive apologies for absence from the meeting.

2. Appointment of Substitute Members

To be notified of the appointment of any Substitute Members.

3. To Receive any Declarations of Interest and Notification of any Dispensations Granted

You are invited to declare any registerable and/or non-registerable interests in matters appearing on the agenda, and the nature of that interest.

You are also invited to disclose any dispensation in relation to any registerable and/or non-registerable interests that have been granted to you in respect of any matters appearing on the agenda.'

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4. Minutes	3.
To confirm the minutes of the meeting held on 8 January 2019.	
5. Contaminated Land	6.
To give consideration to a report which provides details of the Authority's responsibilities in relation to contaminated land and outlines the processes in place for recording, monitoring and remediating contaminated land in the borough.	
6. Ensuring Sustainable Development at Murton Gap and Killingworth Moor Strategic Allocations	10.
To give consideration to a report which outlines the measures which have been and will be taken to ensure the future sustainable development of the strategic allocations of Murton Gap and Killingworth Moor.	

Members of the Environment Sub-Committee

Councillor L Bell (Deputy Chair)	Councillor D Drummond
Councillor K Bolger	Councillor E Hodson
Councillor T Brady	Councillor W Lott
Councillor P Brooks	Councillor G Madden
Councillor B Burdis (Chair)	Councillor J Mole
Councillor C Davis	Councillor W Samuel

Environment Sub-Committee

8 January 2019

Present: Councillor B Burdis (Chair)
Councillors L Bell, K Bolger, T Brady, C Davis, D
Drummond, E Hodson and J Mole.

E18/01/19 Apologies

Apologies for absence were submitted on behalf of Councillors W Lott, G Madden and W Samuel.

E19/01/19 Substitute Members

There were no substitute members reported:

E20/01/19 Declarations of Interest and Dispensations

There were no declarations of interest or dispensations reported.

E21/01/19 Minutes

Resolved that the minutes of the meeting held on 6 November 2018 be confirmed.

E22/01/19 Litter

Consideration was given to a report which explained that at the beginning of each municipal year elected members and officers of the authority along with partner organisations and members of the public were invited to submit suggestions for inclusion in the scrutiny work programme. As a result of this process a number of topics were received for the Environment Sub-committee to consider. One of the suggestions received related to problems of littering in the Whitley Bay area and the steps that the authority could take to educate people, particularly school children, not to drop litter. Reference was made to the amount of litter, primarily sweet wrappers, crisp packets and soft drinks containers, which was deposited in the area around the supermarket on Hillheads Road, Whitley Bay.

The Sub-committee was advised that the authority had a comprehensive litter management programme which included action to remove the litter, enforcement action to deal with littering and education campaigns in the community and schools to prevent litter being dropped in the first place. Details of a number of individual campaigns were outlined including:-

- The autumn campaign which tackled the problem of leaf litter in the borough. It was explained that the authority had removed over 45 tonnes of leaf material last autumn;
- The Big Spring Clean which had involved hundreds of volunteers tidying up specific areas of the borough. As part of this campaign staff from a number of local businesses had carried out several beach cleans in the area;

- Wash Squash and Recycle where over 10,000 residents had signed up to the campaign;
- Love your street – over 20 events had taken place in the last year;
- North Tyneside in Bloom; and
- Operation Hotspot where the authority worked with colleagues in the police and the fire service to target particular areas of concern.

In addition to specific campaigns the authority also worked with nurseries and schools to promote recycling and to educate young people regarding the problems of litter and how it could be avoided. This was delivered through attendance at assemblies, junk modelling sessions and whole school recycling projects, such as at Sir James Knott nursery where a mosaic of the school's logo had been created from used milk bottle tops and pupils from Wellfield First School who had recycled cartons to make bird feeders.

It was explained that the authority also provided information for residents on a range of environmental issues including recycling. They did this through the provision of roadshows, particularly in areas where the level of recycling was poor. Advice was also provided at community events and information on recycling was also provided to all new tenants in their welcome packs.

As well as providing advice for residents and community groups the authority also had a community protection enforcement team who regularly visited local high schools and had also given advice to over 500 residents. The team had been supported by the introduction of a CCTV vehicle and the employment of 4 additional wardens. It was explained that the wardens also worked outside of normal office hours to deal with problems of littering and flytipping. Since September 2018 a number of fixed penalties had been issued in respect of dog fouling and littering. It was also explained that the wardens had also worked with the community in the Howdon area to deal with a specific issue. It was suggested that many community groups would welcome a visit to their area by the community enforcement team to address resident's concerns over littering. Reference was also made to a number of inconsiderate dog walkers who, having bagged their dog waste, left the bags in the street rather than placing them in the bins provided.

Members were advised that there was an on-going issue with litter outside schools and the team had adopted a joint approach with schools to address the problems. It was explained that where pupils were observed dropping litter additional work would be undertaken with the school and where appropriate parents would be informed

In respect of the area of land between the supermarket on Hillheads Road and Monkseaton Metro Station it was explained that:

- The shrubs were recently cut back and a thorough litter pick carried out;
- A number of cleans up have taken place in the past involving ward councillors, Scouts and Park Wardens;
- Local schools have been involved; and
- Environmental Enforcement patrols have been carried out in the area.

In addition arrangements would be made for a review of litter bin provision in the area to be undertaken and consideration given to whether additional signage was required.

Reference was made of the need to ensure that clear messages were communicated to members of the public on what can and cannot be recycled and how they can contribute to making the borough a cleaner place. It was explained that work was on-going to develop a marketing and communication plan linked to the Our North Tyneside Plan 2018 – 2021.

Members questioned what action was taken by the authority to address the problem of littering outside schools in the Monkseaton area, including middle schools. It was explained that where a problem was identified at a particular school the authority would approach the school directly to raise the issue and identify a solution to the problem and where appropriate the community protection enforcement team would be deployed in the area. Reference was also made to the possible use of covert cameras to identify those responsible for the littering. It was explained that the authority relied on overt surveillance in the form of the dedicated CCTV vehicle.

Members also referred to people dropping litter from moving vehicles and questioned what could be done to address this problem. It was explained that work was on-going to identify particular hotspots and where suitable signage could be installed to remind people not to drop litter which could then be backed up by appropriate enforcement action.

Reference was made to cleansing of the boroughs beaches and it was explained that the authority carried out this function using a specialist tractor. The authority also contributed to the cost of the boat which was used to remove rubbish and other debris from the River Tyne. It was explained that the local authority did not have responsibility for removing litter and rubbish from the sea although it was noted that local fishermen would often bring rubbish caught in their nets back to port for disposal.

Clarification was sought in relation to the provision of litter bins on new housing estates and it was explained that suitable litter bins were provided and emptied on a regular basis. Reference was also made to the bin covers which had been installed at the fish quay to prevent access to the bins contents by birds. It was explained that they had been very successful in preventing the rubbish being removed from the bins and it was suggested that they be rolled out along the coast and in town centres, subject to suitable funding being identified.

The sub committee was shown a film which detailed the journey that recyclable material, such as glass and plastic, took from collection at the kerbside through to processing at the depot. The amount of recyclable material collected and the implications of the decision of China to stop importing and processing plastic waste were also outlined. Reference was also made to the Government's resources and waste strategy which had been launched in December. It was also noted that the authority was reviewing its own waste management strategy in light of events.

Reference was made to the public confusion around use by dates and sell by dates on packaged food. It was suggested that these concerns could be covered as part of the love food, hate waste campaign. It was also explained that although there were no current plans for the authority to collect food waste as a separate collection this would of course be kept under review.

The Chair thanked the officers for their presentation.

It was **agreed** that the report be noted.

Meeting: Environment Sub Committee

Date: 26 February 2019

Title: Contaminated Land

Report Authors:	Frances McClen	
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	Lisa Maxwell	
	Scientific Officer Environmental Health	Tel: 0191 643 6642

Service Areas: Public Protection, Environmental Health.

Wards affected: All

1. Purpose of Report

The Environment Sub Committee Members requested a briefing on contaminated land and the Authority's statutory duties. This report sets out how contaminated land is determined, inspected and remediated and the recording of this information in addition to the investigation and enforcement of the contaminated land regime.

2. Recommendations

The Environment Sub Committee Members consider this report and any required actions.

3. Details

3.1 Definition of Contaminated land

Contaminated land is land that because of substances which are in, on or under the land, may cause significant harm to human health or the environment or may cause pollution of a controlled watercourse as defined in Part 2A of the Environmental Protection Act 1990.

The contamination land definition is based upon the presence of a contaminant source, a pathway by which the contaminant moves and a receptor which is affected by the pollutant. All three must be present and this is known as a "significant contaminant linkage".

3.2 What Action Does the Authority Need to Take?

The Authority must:

- Inspect the Borough to identify any contaminated land in an orderly risk based approach
- Produce a Contaminated Land Inspection Strategy
- Ensure land determined as contaminated is made suitable for its current use

- Maintain a public register.

3.3 The Contaminated Land Strategy

The current Strategy was published in April 2014. The Strategy must be reviewed every 5 years and is currently being reviewed with an expectation that this will be consulted on this Summer prior to being considered by Cabinet.

The Strategy provides the details of the process for assessing contaminated land and how we prioritise inspection of potential contaminated land based on a risk based approach. The Strategy identifies the responsibilities for remediation including the role of regulators and the role of appropriate persons. It sets out mechanisms for regulation and enforcement and the information required to be kept in a public register.

3.4. Review of Contaminated Land Priorities Actions

An initial review of land in the Borough identified 1134 potential contaminated land sites based on historic use and current use. This information has been used to determine the prioritisation of inspections and actions to remediate land. The main mechanism for inspection of contaminated land is now based on prevention via the planning regime where conditions are placed on the land to prevent contaminants. Risk based inspection of potential contaminated land is focused on landfill sites and pollution incidents.

Approximately 300 planning consultations and discharge applications are received per year for contaminated land. Discharge conditions require developers to ensure land is suitable for the end use and they are required to produce validation reports. Such reports will show that remediation has been carried out to correct standard.

Over the five year period of the current strategy, three part 2A intrusive site investigations were carried out by the Authority. The Part 2A intrusive site investigations related to two landfill sites and one pollutant incident adjacent to a petrol station and allotments. The final determination for the three site investigations was that the pollutants present were not sufficient to cause a significant pollutant linkage and therefore the sites were fit for the current use of the land.

3.5 How we Deal With Contaminated Land

There are two main methods for the remediation and prevention of Part 2A contaminated land which are by formal and informal means.

Formal Inspection Under Part 2A

If it is considered following a desk top study or pollution incident that land requires further intrusive investigation it is necessary to notify the occupier, owners or any other appropriate person through the service of a Notification Notice. An appropriate person would in the first instance be the polluter if known or a person who by their actions have created a significant contaminant linkage and secondly the owner and occupiers of the land.

The site investigation notification allows any persons to advise if they have additional information to help the local authority investigation. The cost of investigation and any damage caused to the land is a liability of the authority.

If the land is determined as contaminated it is necessary to consult with the interested parties such as the land owner and Environment Agency giving them a Risk Summary prior to service of a Remediation Notice. There is a statutory 3 month consultation period between Notification and Remediation Notice.

During this consultation period the appropriate persons may agree to carry out voluntary remediation. If this occurred, the Authority is not required to issue a Remediation Notice. The appropriate person(s) is required to provide a Remediation Statement.

The cost of remediation is placed upon the appropriate person(s) whether voluntary or formal.

An exception to the requirement for cost is when no polluter can be found and the cost is excessive, the site would then be determined as what is classified as an orphan site and the burden of remediation cost is again placed upon the Authority.

If there was an imminent risk from the contamination then there is no set consultation period between determination and remediation notice.

Informal Remediation

Informal Remediation of the land can be agreed by the appropriate person or persons during a Part 2A site investigation. This would prevent the need for a formal remediation notice.

The planning regime is also used as an informal means of remediating land and ensuring the land is suitable for the end use. Guidance is provided on the website on what is expected by developers for remediation. There is also a requirement for a validation report to be produced prior to the discharge of contaminated land or gas conditions to ensure that the remediation statement is carried out.

If there is a pollutant incident, informal agreement for the clean-up of the site can be agreed without the need for formal determination or the use of other means.

Permitted Part A1 and Part A2 industrial processes if they wish to surrender their permits, are required to make the land back to its original condition at time of application.

3.4 Contaminated Land Register

There is a statutory requirement to produce and maintain a Contaminated Land Register for sites determined as contaminated land. Site investigations carried out to date have not required to be determined as contaminated land. There are therefore no sites listed on the register. The register consists of the following information on land determined as contaminated land:

- The location of the site
- Current use
- Extent of the contamination.
- Details of the substances causing the contamination,

- Details of the significant harm or pollution of controlled water which is causing the land to be contaminated
- Remediation information: This includes details of the name and address of the person(s) on whom the notice is served as well as details of what each appropriate person is required to do by way of remediation and the periods within which they are required to complete each of the actions.

4. Appendices

4.1 There are no appendices to this report.

5. Background Information

The following documents have been used in the compilation of this report and may be inspected at the offices of the authority.

[North Tyneside Contaminated Land Strategy](#), April 2014

[Environmental Protection Act: Part2A Contaminated Land Statutory Guidance](#), April 2012

Meeting: Environment Sub-committee

Date: 26 February 2019

Title: Ensuring sustainable development at Murton Gap and Killingworth Moor Strategic Allocations

Author: Martin Craddock, Planning Policy Team Leader and Martin Bewick, Strategic Housing Manager

Service: Environment, Housing and Leisure

Wards affected: All

1. Purpose of Report

- 1.1 To inform the sub-committee of the measures taken to date to set a positive framework for the future sustainable development of the strategic allocations of Murton Gap and Killingworth Moor.

2. Recommendation

- 2.1 That the report be received and consideration given to what further information or action would be welcomed by the sub-committee.

3. Details

- 3.1 On 20 July 2017 Full Council adopted the North Tyneside Local Plan (the Plan) following submission to the Secretary of State in July 2016 and the conclusions of an independent Inspector's Report in May 2017. The Plan after its adoption replaced the out-of-date Unitary Development Plan 2002 (UDP), giving the Authority:
- Greater control over local decisions on future development;
 - The ability to be proactive in accommodating growth and plan for the delivery of supporting infrastructure; and
 - A robust framework through which the objectives of the "Our North Tyneside Plan" can be delivered.
- 3.2 The Plan sets out a number of strategic priorities in line with the Council Plan. Prepared in accordance with National Planning Policy Framework and Planning Guidance. This national framework for planning establishes the overarching matters that Local Authorities can consider in developing Local Plans and considering planning applications. It encourages sustainable development

whilst ensuring that the requirements placed upon Local Authorities through the planning process provide a reasonable balance and enable viable development to proceed.

- 3.3 The conclusions of the independent Inspector concurred with the Council's efforts to prepare a plan that seeks to secure sustainable development through a combination of growth, investment and regeneration to meet the identified development needs of the Borough whilst simultaneously protecting Green Belt and significant areas of identified green infrastructure for the health benefits of the community and conservation and enhancement of biodiversity.
- 3.4 Specifically in relation to the spatial strategy of the Borough and the identification of the strategic allocations of Murton Gap and Killingworth Moor, the Inspector noted that the submitted spatial strategy and its identified strategic policy areas provide a sound basis for sustainable development including the two proposed strategic sites.
- 3.5 The role of the Local Plan policy is to ensure sufficient housing delivery to meet the needs of residents whilst protecting and enhancing all residents quality of life through delivery of an attractive, healthy and safe environment. Inherent in this requirement is ensuring that the development that takes place supports sustainable development.

Principles for sustainable development at the Killingworth Moor Strategic Allocation

- 3.6 The allocation of Killingworth Moor Strategic Allocation is supported by Policies S4.4(b) and S4.4(c) within the Plan.
- 3.7 Policy S4.4(b) outlines the key principles that any development should reflect. The policy identifies that a strategic allocation is identified at Killingworth Moor (Sites 22 to 26) to secure the delivery of about 2,000 homes during the plan period in a mix of housing tenures, types and sizes, informed by available evidence of the housing needs of the Borough, convenience retail provision of approximately 500m² net and 17ha of employment land. The key principles for development of the Killingworth Moor strategic allocation are illustrated on the Policies Map through an indicative Concept Plan, to be delivered where necessary in accordance with the requirements of the Infrastructure Delivery Plan, include provision of:
 - a. New housing, employment, retail and community facilities in the general development locations identified; and,
 - b. Primary and secondary access points suitable to accommodate evidence based traffic flows to, from and through the sites as appropriate; and,
 - c. Strategic transport route connecting Killingworth Way with Great Lime Road; and,
 - d. Education provision delivered in agreement with the Local Education Authority, at locations indicatively identified on the Policies Map providing a primary and secondary school located broadly to the south east of the site; and
 - e. A network of green and blue infrastructure that:

- i. Enables provision of strategic open space breaks to avoid the joining together of Killingworth with Forest Hall and Palmersville, whilst integrating with existing communities; and,
- ii. Provides safe and secure cycle and pedestrian links through the site that ensure appropriate connectivity with the existing network; and,
- iii. Retains, connects and enhances the biodiversity of each site; and,
- iv. Retains and enhances any important hedgerows or trees; and,
- v. Provides well-integrated and strategic green spaces for recreation; and,
- vi. Incorporates sustainable drainage systems.

3.8 This supporting Concept Plan and wider Local Plan introduce a number of further principles to be delivered through the sites that include:

- That a mix of housing development, including 25% affordable homes and a range of house sizes and types reflective of the needs of residents is provided on the site.
- No provision of vehicular access directly through existing communities, and improved management of traffic at locations such as Killingworth village and Great Lime Road.
- Provision of sufficient public transport to enable sustainable access to the site, including a potential new metro station.
- Provision for capacity of health facilities and other essential services.
- Provide appropriate buffers to the edges of the site such as at West Lane, to protect the character and identity of existing communities and create key viewpoints and vistas that maintain a sense of openness along key corridors into and through the site.
- Ensuring that new areas of open space accessible for existing and new residents supporting recreation, health and wellbeing of residents are provided.
- Protecting against, and preventing any increase in, flood risk for existing and new residents.
- All new infrastructure is delivered in a timely manner to prevent harmful impacts for existing residents and ensure the overall sustainability of the development.

Principles for sustainable development at the Murton Gap Strategic Allocation

3.9 The allocation of Murton Gap Strategic Allocation is supported by Policies S4.4(a) and S4.4(c) within the Plan.

3.10 Policy S4.4(a) outlines the key principles that any development should reflect. The policy identifies that a strategic allocation is identified at Murton (Sites 35 to 41) to secure the delivery of around 3,000 homes during the plan period in a mix of housing tenures, types and sizes informed by available evidence of the housing needs of the Borough, and convenience retail provision of

approximately 1,000m² net. The key principles for development of the Murton strategic allocation are illustrated on the Policies Map through an indicative Concept Plan, to be delivered where necessary in accordance with the requirements of the Infrastructure Delivery Plan, include provision of:

- a. New housing, retail and community facilities in the general development locations identified; and,
- b. Primary and secondary access points suitable to accommodate evidence based traffic flows to, from and through the sites as appropriate; and,
- c. Strategic transport route connecting Earsdon by-pass with New York Road and Norham Road; and
- d. Education provision delivered in agreement with the Local Education Authority, at locations indicatively identified on the Policies Map, providing a primary school located broadly to the south west of the site; and
- e. A network of green and blue infrastructure that:
 - i. Enables provision of strategic open space breaks to avoid the joining together of Shiremoor with Monkseaton, whilst integrating with existing communities; and,
 - ii. Provides safe and secure cycle and pedestrian links through the site that ensure appropriate connectivity with the existing network; and,
 - iii. Retains, connects and enhances local, national and international biodiversity; and,
 - iv. Retains and enhances any important hedgerows or trees; and,
 - v. Provides well-integrated and strategic green spaces for recreation, which includes 'Suitable Accessible Natural Green Space' (SANGS); and,
 - vi. Incorporates sustainable drainage systems.

3.11 The supporting Concept Plan and wider Local Plan introduce a number of further principles to be delivered through the sites, including;

- That a mix of housing development, including 25% affordable homes and a range of house sizes and types reflective of the needs of residents is provided on the site.
- No provision of vehicular access through existing communities to the east or west of the allocation at Monkseaton and Shiremoor.
- Provision of sufficient public transport to enable sustainable access to the site, including a potential new metro station.
- Provision for increasing the capacity of health facilities and other essential services.
- Provide appropriate buffers to the edges of the site at Shiremoor, Monkseaton and New York, to protect the character and identity of existing communities and create key viewpoints and vistas that maintain a sense of openness along key corridors into and through the site.

- Ensuring that new areas of open space accessible for existing and new residents and supporting recreation, health and wellbeing of residents are provided.
- Protecting against, and preventing any increase in, flood risk for existing and new residents.
- All new infrastructure is delivered in a timely manner to prevent harmful impacts for existing residents and ensure the overall sustainability of the development.

3.12 Preparation of Masterplans to support implementation of the Local Plan principles

3.13 Policy S4.4(c) includes a requirement for any planning application at Murton Gap to be prepared in accordance with a comprehensive Masterplan that has been prepared collaboratively, and agreed, by the relevant development consortia and the Authority. The adopted Masterplans for the Strategic Allocations of Killingworth Moor and Murton Gap are a key material consideration in the determination of planning applications. Any proposals submitted for development that are not consistent with the agreed Masterplans would not be considered suitable for approval.

3.14 Cabinet at its meeting of 18 December 2017 was presented with two Masterplans for adoption, one for Killingworth Moor and one for Murton Gap. Both Masterplans were prepared in collaboration with the development consortia with an interest in each site. The adopted Masterplans for each site are included at Appendix 1 and Appendix 2 for Killingworth Moor and Murton Gap respectively.

3.15 The Masterplans that have been prepared consider the baseline context and evidence for the sites and set out a series of development frameworks and development principles. This includes;

- | | |
|---------------------------------|----------------------------|
| • Place Making Framework, | • Surface Water Management |
| Movement Framework | • Open Space and Green |
| • Green and Blue Infrastructure | Infrastructure |
| Framework | • Sports Facilities |
| • Education | • Affordable Housing |
| • Healthcare | • Community Facilities |
| • Highways and Transport | • Employment and Training |

3.16 At this time work is still on-going between the Council and development consortia on the development of final proposals at each site. Planning applications for the development of the sites that would set out in further detail the proposals for consideration have not yet been submitted.

3.17 Once underway the future development of the strategic allocations will represent long term projects for the deliver not only of new homes but new education and community facilities, new accessible open space and new biodiversity habitat. Once underway are expected to be under development over at least a fifteen year period throughout which Officers from a range of

services will continue to review and monitor development to ensure it fulfils the requirements of the Authority.

- 3.18 Also attached to this agenda is a presentation, Appendix 3, which sets out the steps taken by the Authority to establish a robust framework for the future sustainable development of the strategic allocations and key provisions of the Masterplans. Officers from the service area will be in attendance at the meeting to speak to the presentation and respond to questions.

4. Appendices

Appendix 1: [Killingworth Moor Masterplan](#)

Appendix 2: [Murton Gap Masterplan](#)

Appendix 3: Environment sub-committee presentation – Securing sustainable development of the Killingworth Moor and Murton Gap strategic allocations

5. Background information

- [North Tyneside Local Plan, July 2017](#)
- [Inspector's Final Report, North Tyneside Local Plan, May 2017](#)



Working in partnership with
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Killingworth Moor Masterplan

December 2017



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1. INTRODUCTION

1.1 Killingworth Moor Strategic Site

The Local Plan for North Tyneside sets out the next phase of growth within the Borough and will see the delivery of at least 16,500 new homes up to 2032. A key component of this growth will be the development of the two Strategic Allocations; Killingworth Moor and Murton Gap.

Killingworth Moor is included as a Strategic Allocation in the North Tyneside Local Plan to deliver approximately 2,000 homes together with education facilities, local services, employment uses, green infrastructure and amenity space.

Site Boundary



The site is approximately 190 hectares. The site is located to the south west of the A19 which is part of the strategic road network and sited between the residential areas of Killingworth (located to the west of the site); and Forest Hall and Palmersville (located to the south and south west of the site). The Metro line forms a boundary for part of the site to the south east. The site is mainly comprised of agricultural land, with the High Farm located to the north and Holystone Farm located to the south of the site. A number of public footpaths are also present

within the site boundaries. New residential developments of Heritage Green by Miller Homes and Brierdene by Story Homes are currently under construction to the east of the site. Stephenson Park by Bellway Homes is under construction on the former Reme depot which falls within the boundary of this Masterplan.

1.2 Purpose and Status of Masterplan

The purpose of this Masterplan is to set out the vision for the development of Killingworth Moor and provide a framework for ensuring the delivery of the vision. This Masterplan demonstrates the Council, Persimmon Homes and Killingworth Moor Development Consortia's joint commitment to the creation of high quality sustainable neighbourhoods. The Masterplan will ensure that development is brought forward in a co-ordinated manner that enables an early delivery of housing development on Killingworth Moor to meet the identified needs of the Borough whilst ensuring the provision of additional infrastructure and protection of the quality of life and amenity of all residents.

This Masterplan has been considered in collaboration between the Council, Persimmon Homes and the Killingworth Moor Development Consortia. The Masterplan has been prepared with engagement with existing communities, residents and businesses affected by proposals for development of this site. The Masterplan, as agreed by North Tyneside Cabinet is a material consideration in the planning application process. A planning application for all or any part of the Killingworth Moor strategic allocation will need to demonstrate that it meets the requirements of the Masterplan to ensure consistency and delivery of the key policy and design objectives for Killingworth Moor.

1.3 Partnership Working

The Masterplan has been prepared by Capita North Tyneside in collaboration with North Tyneside Council, Persimmon Homes and a Development Consortia for Killingworth Moor, which includes:

- Bellway Homes
- Banks Group
- Northumberland Estates

The Developer Consortia has had support from specialist technical consultants including GVA and Pod architects. Advice and guidance has also been provided by ATLAS (Advisory Team for Large Applications) which is part of the Homes & Communities Agency.

1.4 Development of the Masterplan

Through regular meetings, the Developer Consortia and the Council have developed the core principles for the Masterplan. These have regard to the Concept Plan for the site that forms part of the Local Plan Policies Map. The Masterplan has been developed in accordance with

the policy requirements of the Local Plan and the requirement to ensure a comprehensive approach is adopted towards the development of the strategic sites.

A draft Masterplan was presented to the North East Design Review Panel in October 2016 to review and discuss the key design principles for the Masterplan. The presentation was prepared and presented by Pod architects on behalf of the Developer Consortia. Key stakeholders such as the Highways Agency, Nexus, the Environment Agency and departments of the Council were also consulted throughout development of the Local Plan and preparation of this Masterplan. This has ensured that all parties were given the opportunity to shape the proposals and ensure the Masterplan responds to the impacts of development upon the sustainability of the Borough and its infrastructure.

There has been an on-going process of wider engagement with the local community through the preparation of the Local Plan which has been taken into account in the preparation of the Masterplan. The current public engagement aims to secure the views and valuable input of existing communities, before the Masterplan is adopted.

As part of the Masterplan preparation, a four week public Engagement was undertaken from the 23rd October – 20th November 2017. This has assisted in providing a scheme which, as far as possible, reflects the wishes and aspirations of all key stakeholders. A separate Engagement Statement has been prepared which details the key issues and responses.

1.5 Supporting Information

The Masterplan has been developed on an evidence base of technical and supporting studies. This includes a core of development framework documents that have been prepared and evolved since 2015 and will provide, alongside the completed Masterplan, the key evidence and policy framework for delivery of the Killingworth Moor Strategic Allocation:

- Strategic Concept Framework Plan (Pick Everard, 2015)
- Killingworth Moor and Murton Gap Outline Development Framework (Arup, June 2016)
- North Tyneside Local Plan 2017
- North Tyneside Local Plan evidence based and supporting documents
- Killingworth Moor Developer Consortium representations and Delivery document (2015)

A complete list of evidence base documents is included at Appendix 1.

2. VISION AND OBJECTIVES

2.1 Vision

The development of Killingworth Moor will deliver approximately 2,000 new homes and an area of employment land in a way that contributes towards the quality of the environment and sense of identity in North Tyneside. The area will connect with and benefit adjacent communities but will have its own identity and sense of place and consist of walkable, connected neighbourhoods, within a green, natural environment providing valuable habitat for wildlife and recreation. The site will fully link into existing networks of streets, footpaths and cycleways and support sustainable travel whilst ensuring enhancements to the road network to address traffic issues and safeguard air quality. New social infrastructure including a primary school, secondary school and local centre will create a vibrant and sustainable community within North Tyneside which is a desirable place to live, work and learn.

2.2 Objectives

The identified objectives reflect the key issues to be addressed in order to achieve the vision. Killingworth Moor will:

- a. Consist of a series of well-connected neighbourhoods, character areas, experiences and environments. These will form an overall coherent and distinctive new community with its own character and identity.
- b. Be developed around existing vistas, landscape and heritage assets to protect and enhance positive features. New areas of open space will form an integrated network of green infrastructure to ensure the delivery of a healthy natural environment benefiting communities, wildlife and biodiversity.
- c. Benefit from strong landscape features and green corridors that will permeate the site. To the south west of the site a strategic break will ensure Killingworth Moor, Palmersville and Forest Hall remain distinctive, separate communities.
- d. There will be a mixture of housing tenures, types and sizes reflecting the diverse needs of North Tyneside's growing and aging population; including general needs housing, affordable housing, executive housing, specialist needs and consideration given to the opportunity of providing self-build plots.
- e. A new link road will connect Palmersville to Killingworth Way which will comfortably accommodate cars, buses and bicycles and provide a new strategic link within North Tyneside's road network. There will be distinct arrival points from Great Lime Road to the south and Killingworth Way to the north. The road should have generous grass verges, landscaping and positive active frontages.
- f. A clear street hierarchy will radiate away from the link road including a secondary road link and underpass to the A19 providing road, public transport, pedestrian and cycle connectivity to Northumberland Park district centre. Gateway features into each parcel of development will create landmarks to facilitate movement.
- g. A central area of open space and a local centre to serve the site will provide a natural focal point for the whole site. This area should be treated as a mini park with seats, grass, planting, play area, walkways and opportunities for small community events.
- h. The Primary and Secondary School will be co-located to facilitate ease of use and maximise the opportunities of shared resources. To ensure a good relationship between different uses on the site, school playing fields will provide a green buffer between the commercial quarter and residential housing.
- i. Access to local jobs for new and existing residents and the wider workforce will be created by developing a commercial quarter for new or expanding businesses. The commercial quarter and secondary school will be located closely to maximise opportunities for collaboration between education and the workplace.
- j. The site will include the provision of high-quality community facilities and services (such as allotments and play sites) to meet identified needs. These will be located in accessible areas around the site and delivered in line with the development phasing plan.
- k. The layout will create an effective and efficient local transport and highway network which promotes sustainable modes of transport and ensures the opportunity to deliver a new Metro Station on the site can be achieved
- l. Sustainable drainage will form an integrated part of the landscape created on the site to ensure that draining and flood risk issues are fully addressed whilst connecting with and enhancing green infrastructure and wildlife value of the area.

3. PLANNING POLICY

3.1 Site Allocation Background

Prior to the adoption of the Local Plan in July 2007, Killingworth Moor was identified as safeguarded land in the Unitary Development Plan (UDP) 2002. The purpose of safeguarded land was to provide a range and choice of development options after the end of the plan period. The UDP was clear that safeguarded land is capable of development when needed.

The strategic allocation of Killingworth Moor was first considered, but not included as a potential site, as part of preparation of the Core Strategy Preferred Options 2010. The North Tyneside Local Plan Consultation Draft 2013 included the strategic allocation as a potential development option. The next Local Plan Consultation Draft was informed by updated evidence of the Borough's Objectively Assessed Need for housing and a revised plan period to 2032. Following consideration of the Borough's potential site options within the 2013 Local Plan Consultation Draft, the strategic allocation was included as a preferred site for residential development. Following this the strategic allocation was included in the Local Plan Pre-submission Draft, November 2015, as submitted to the Secretary of State.

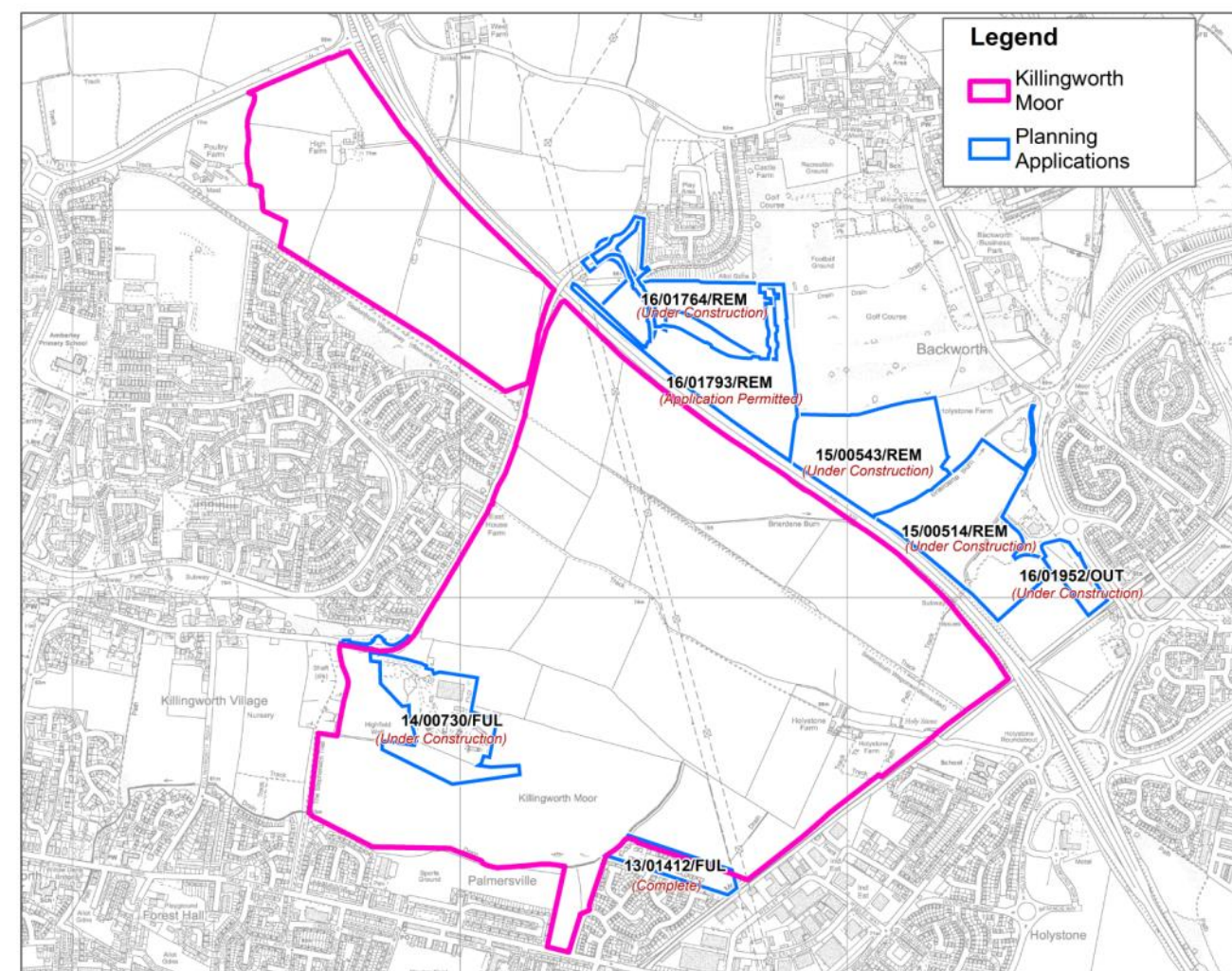
3.2 Planning Application History

In the local area surrounding Killingworth Moor there are a number of developments which are both planned and under construction. These are shown on the plan below and include:

- 125 dwellings at the former REME depot within the boundary of the strategic allocation.
- Almost 900 dwellings approved through a number of planning applications to the east of the A19 at Backworth Park.

With construction underway in both of these locations, a strong and demonstrable housing market exists and sets an evolving context for the nature of the area surrounding the strategic allocation.

Residential Planning Applications



3.3 National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out that the purpose of planning is to help achieve sustainable development. The NPPF states in paragraph 16 that local authorities should “plan positively to support local development”. Furthermore, the planning system should do everything it can to “support sustainable economic growth” (paragraph 19) and that Local Plans should be “aspirational but realistic” (paragraph 154).

The Government’s key planning objective is to deliver new sustainable development. This includes:

- Making it easier for jobs to be created in cities, towns and villages
- Improving the conditions in which people live, work, travel and spend leisure time
- Increasing the supply and choice of homes

At the heart of the NPPF is the presumption in favour of sustainable development which requires Local Plans to be positively prepared and identify sufficient land to meet development needs, to:

- Secure economic growth to build a strong, competitive economy.
- Prepare an aspirational but realistic Local Plan.
- Ensure the vitality of town centres, creating a diverse retail offer and providing consumer choice.
- Significantly boosting the supply of new homes, and providing the size, type, tenure and range of housing which local communities need.
- Conserve and enhance the natural environment.
- Promoting healthy, inclusive communities by taking an integrated approach to the provision of jobs, homes and community facilities.

The NPPF looks to ensure that developments function well and add to the overall quality of the area. It also seeks to optimise the potential of a site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks.

Killingworth Moor is located in a sustainable location, in relation to the existing infrastructure, services and amenities. The development of Killingworth Moor will contribute towards sustainable development through proactively driving and supporting sustainable economic development in a strategic location within the A19 corridor.

3.4 National Planning Practice Guidance

The National Planning Practice Guidance (NPPG) provides further context to the NPPF. The NPPG contains various guidance of relevance to the registration, processing and consideration of planning applications for proposed development. One of the key components of the NPPG is the issue of design, acknowledging that good quality design is an integral part of sustainable development. It establishes that: “Good design responds in a practical and creative way to both the function and identity of a place. It puts land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use”.

The NPPG also offers further practical advice in the following areas, of relevance to the proposed development:

- Conserving and enhancing the historic environment
- Flood Risk and Coastal Change
- Health and wellbeing
- Housing and economic development needs assessments
- Housing and economic land availability assessment
- Natural Environment
- Noise
- Open space, sports and recreation facilities, public rights of way and local green spaces
- Travel plans, transport assessments and statements
- Viability
- Water supply, waste water and water quality

3.5 Local Planning Policy

North Tyneside Council submitted its Local Plan to the Secretary of State for examination on 30th June 2016. The Local Plan Examination in Public was undertaken in November and December 2016 and the Plan was adopted in July 2017. This Masterplan is anticipated to be adopted in December 2017 following engagement with the local community.

The Local Plan sets out the Council’s aspirations for the Borough, including to:

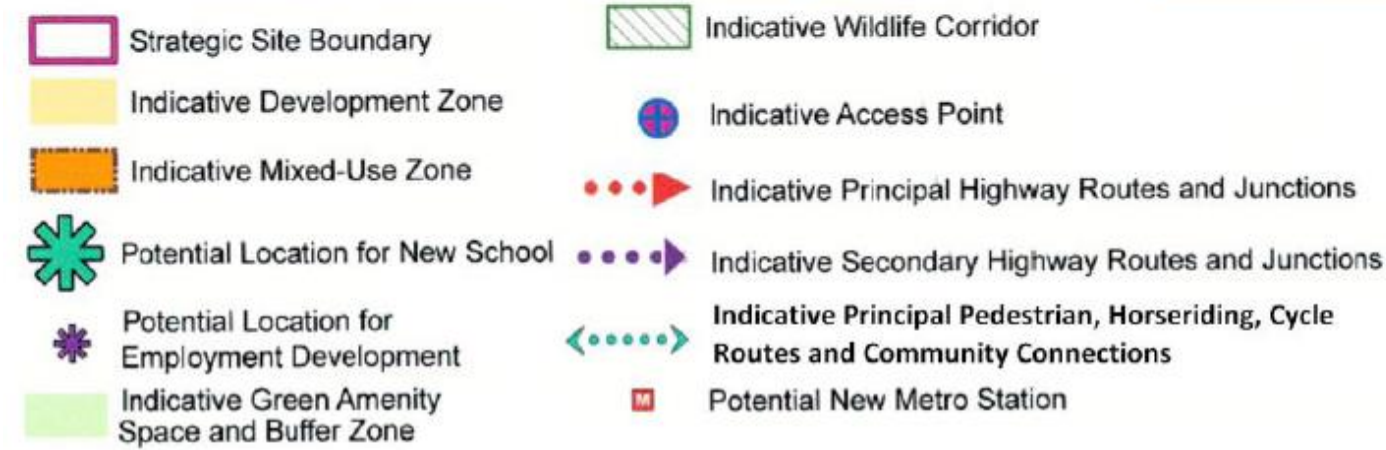
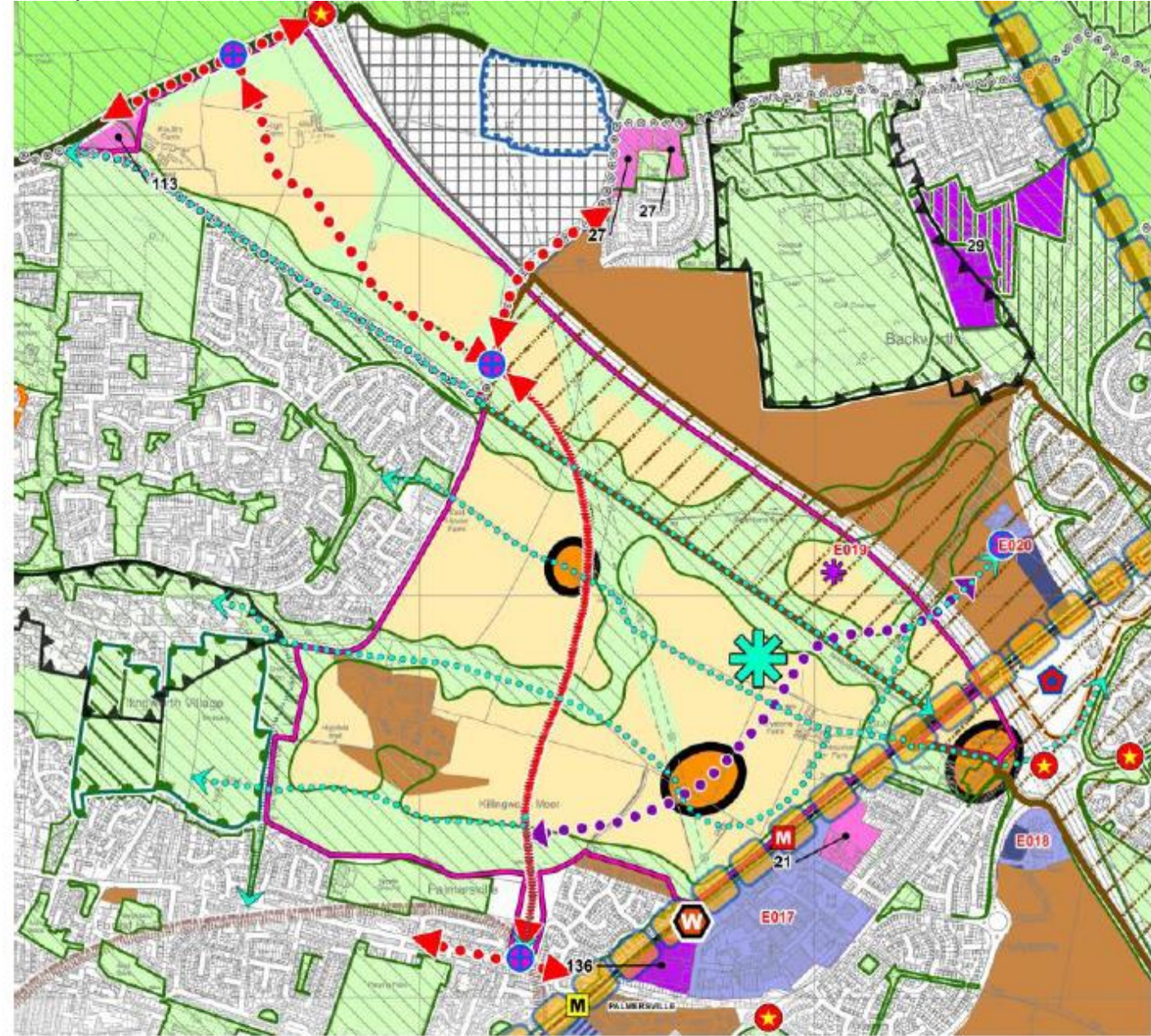
- Diversify, strengthen and grow the local economy, providing excellent job opportunities for all.
- Provide an appropriate range and choice of housing to meet current and future needs.
- Protect and enhance the natural and built environment.

There are two policies in the Local Plan which are directly related to Killingworth Moor Strategic Site. These policies are summarised below.

Policy S4.4(b) Killingworth Moor Strategic Allocation Concept Plan

A Strategic Allocation is identified at Killingworth Moor (Sites 22 to 26) to secure the delivery of approximately 2,000 homes during the plan period in a mix of housing tenures, types and sizes, informed by available evidence of the housing needs of the borough, convenience retail provision of approximately 500sqm and 17 hectares of employment land. The key principles for development of the Killingworth Moor strategic allocation are illustrated on the Policies Map through an indicative Concept Plan.

Concept Plan



The indicative Concept Plan for North Tyneside adopted as part of the Local Plan sets the core principles that future development at Killingworth Moor should respond to. The approach identified within the Concept Plan provided flexibility for future development of this Masterplan and subsequent planning applications to respond to emerging issues and evidence. In particular the further detailed understanding of the following elements will be established during the development of the detailed Masterplan:

- Highway routes
- Housing numbers, density gradients or the amount of development within the development zones
- Actual uses or content of the mixed-use hubs
- Site specific locations of any uses
- Locations of specific housing tenures or accommodation
- Sustainable drainage systems

S4.4 (c) Applications for Delivery of the Strategic Allocations

Applications for Delivery of the Strategic Allocations states that applications for planning permission will be granted where identified criteria are met. Criteria include consistency with a comprehensive master plan, conformity with the principles of the Concept Plans, phasing and delivery strategy, transport strategy. In addition the criteria include a requirement that a landscape and visual amenity impact assessment is provided identifying key features of note on each site, demonstrating an appropriate design response (e.g. the location, orientation, density of development and landscape/planting treatment). Design quality will be secured through the application and use of appropriate design standards agreed as part of the Masterplans.

The Masterplan must respond to the policy requirements and provide a detailed framework for the subsequent submission of planning application(s) on the site. The indicative Concept Plan provides the key principles which have shaped the design and layout of the Masterplan. Planning applications will need to be consistent with the Masterplan. Other policies in the Local Plan will also be relevant for future planning application(s). All applications will need to set out how they have addressed the policy requirements and Masterplan to ensure that a comprehensive, sustainable and deliverable development comes forward.

Other key policies in the Local Plan are set out below.

Policy DM6.1 *Design of Development states that applications will only be permitted where they demonstrate high and consistent design standards. Designs should be specific to the place, based on a clear analysis of the characteristics of the site, its wider context and the surrounding area.*

Policy DM5.5 *Managing effects on Biodiversity and Geodiversity states that applications should protect the biodiversity and geodiversity value of land, protected and priority species*

and minimise fragmentation of habitats and wildlife links. They should also maximise opportunities for creation, restoration, enhancement, management and connection of natural habitat and incorporate beneficial biodiversity and geodiversity conservation features providing net gains to biodiversity, unless otherwise shown to be inappropriate.

Policy DM5.7 Wildlife Corridors states that development proposals within a Wildlife Corridor must protect and enhance the quality and connectivity of the Wildlife Corridor. All new developments are required to take account of and incorporate existing wildlife links into their plans at the design stage. Developments should seek to create new links and habitats to reconnect isolated sites and facilitate species movement.

Policy DM7.4 New Development and Transport states that the transport requirements of new development must be proportionate to the scale and type of development including how accessible the development is and existing public transport levels. Car and cycling space provision must be in line with standards set out in the Transport and Highways SPD (LDD12). Opportunities for public transport improvements should be identified. New developments in close proximity to public transport facilities will be required to provide a higher density of development to reflect increased opportunities for sustainable travel. On developments considered appropriate, the Council will require charging points to be provided for electric vehicles.

Policy DM5.9 Trees, Woodland and Hedgerows states that where it would not degrade other important habitats the Council will support strategies and proposals that protect and enhance the overall condition and extent of trees, woodland and hedgerows in the Borough. Planting schemes included with new development must be accompanied by an appropriate Management Plan agreed with the local planning authority.

When considering planning applications for development, the Local Plan should be read as a whole and all relevant policy will provide potentially material considerations in their determination. Additional planning policy to those identified above of importance when considering major development schemes such as this include:

DM7.6 Renewable Energy and Low-Carbon Technologies This encourages the local production of energy from renewable and low carbon sources to help to reduce carbon emissions. The Council will also encourage and support community energy schemes that reduce, manage and generate energy to bring benefits to the local community.

The Council is interested in supporting opportunities for renewable energy generation and sustainable construction at the strategic allocations in partnership with the Development

Consortia. Such projects would reflect key Council priorities established through the Low Carbon Plan 2016-2027.

DM7.9 New Development and Waste This policy provides the basis for guidance on the nature and approach to designing waste collection facilities into new development.

DM5.12 Development and Flood Risk

DM5.13 Flood Reduction Works

DM5.14 Surface Water Run off

DM5.15 Sustainable Drainage

This collection of policies set the core expectations and framework for the consideration of the impact of development upon flood risk and surface water drainage. An integral part of the policy approach of the Local Plan is to ensure new development does not increase flood risk for existing properties or subject new properties to flood risk.

3.6 Supplementary Planning Documents

The relevant Supplementary Planning Documents (SPDs) are set out below which should be considered as detailed plans develop:

LDD8 Planning Obligations: Sets out the approach to requesting contributions towards infrastructure from developers.

LDD11 Design Quality: Provides guidance on how developments can ensure they are sustainable and achieve a high quality of design in a way that respects the local context.

LDD12 Transport and Highways: Sets out the procedures that the Council follows in order to ensure that the transport implications of new developments are rigorously and consistently assessed and appropriate measures secured. The SPD also sets out parking standards for new developments.

3.7 Community Infrastructure Levy

The Council is currently consulting on the Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule. The strategic sites may be subject to CIL to secure appropriate infrastructure provision.

4. BASELINE SUMMARY

4.1 Site Features

Killingworth Moor is primarily comprised of agricultural land. There are 2 farms on the site; High Farm located to the north and Holystone Farm located to the south of the site. There are some existing individual residential dwellings on the site including Holystone Cottage located to the south east of the site and a bungalow to the north of Moorfield Drive. These farms and residential dwellings are privately owned and, although they are within the Site boundary, they are not part of the development.

Pylons cross the centre of the site. Brierdene burn is located to the east of the site. The site is crossed with a number of footpaths used for leisure and recreation. There is a pedestrian underpass under the A19. The B1317 crosses the site and the road goes over the A19, connecting Killingworth to Backworth.

4.2 Site Context

The site is located in the north west quarter of the Borough and to the west of the A19. It is situated between Killingworth and Backworth. The neighbourhoods surrounding the site are Holystone, Palmersville, Forest Hall, Killingworth Village, Killingworth and Backworth.

Site Location in North Tyneside



Killingworth contains a mixture of residential housing estates, public open space and playing fields – as well as the town centre of Killingworth. A number of residential proposals within and bounding the site are also under construction or have planning approval.

The site is bound by the A19 to the east and Killingworth Way to the north. To the north of Killingworth Way and the A19 is designated green belt land. The Tyne and Wear Metro line forms a boundary to the south-east whilst Forest Hall Letch and Palmersville characterise the boundary to the south west.

The local centre of Northumberland Park and Killingworth town centre are within a 1 mile radius of the site. The Metro stations of Palmersville and Northumberland Park are near the site. The site is within walking, cycling and 10 minute driving distance of a number of employment areas including Benton Square, Indigo Park and Camperdown Industrial Estate. The site is also accessible to large employment areas including Cobalt Business Park, Quorum Business Park, Gosforth Business Park, and Silverlink.

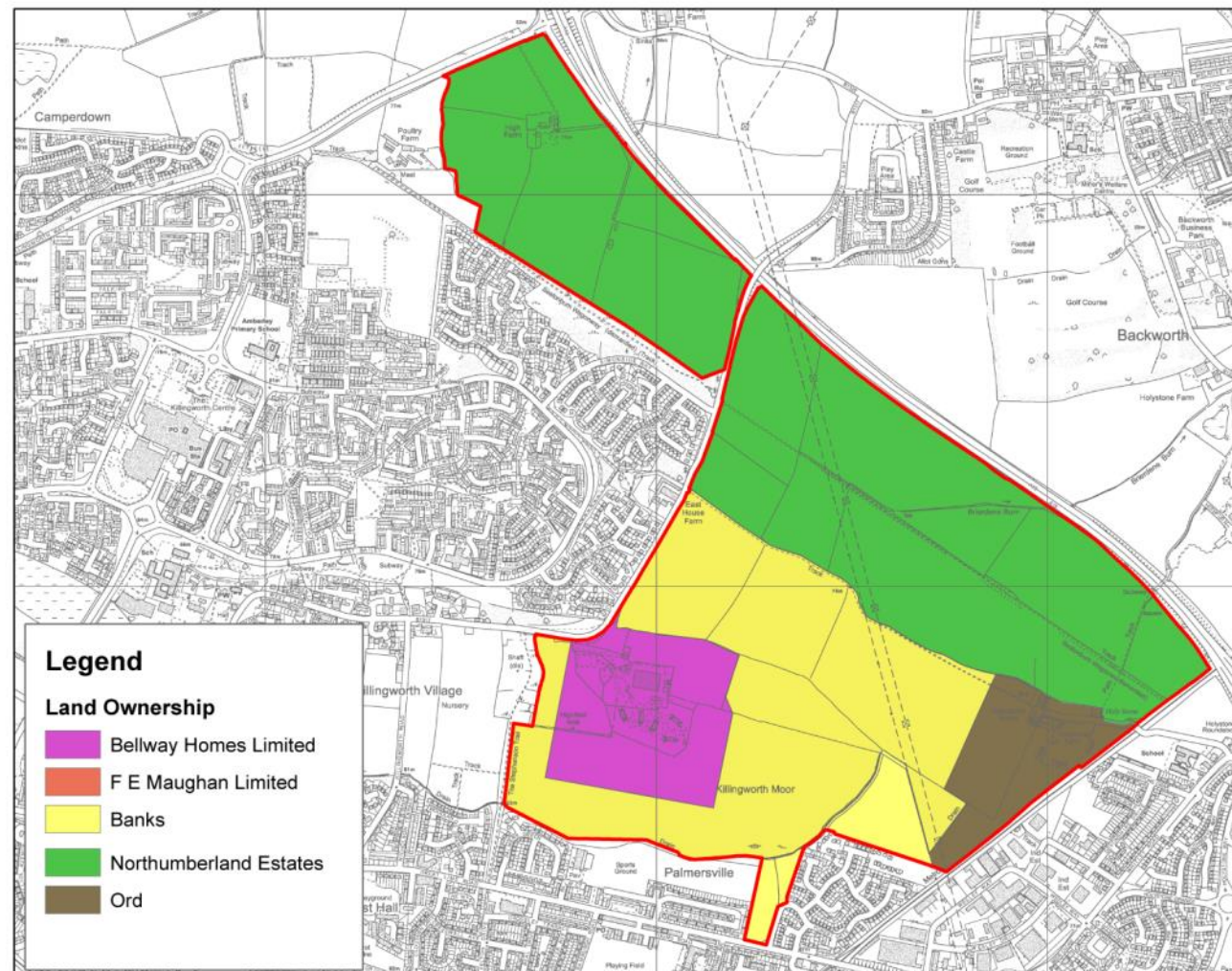
Masterplan Considerations:

- Enable easy access to the surrounding context of the site, including improved access to employment sites, open space and local facilities and services.
- The visual amenity and privacy afforded to existing properties must be considered in the placement of new development.

4.3 Land Interests

Land interests are primarily divided between Bellway Homes, Northumberland Estates and the Banks Group (controlling interest). These landowners form the Killingworth Moor Consortia. The Ord Family own approximately 10.5 hectares of land which is now under the control of Persimmon Homes, They have been fully informed to date and are content to have their land included within the land allocation.

Land Interest Plan



4.4 Access and Transport

Vehicle Movement

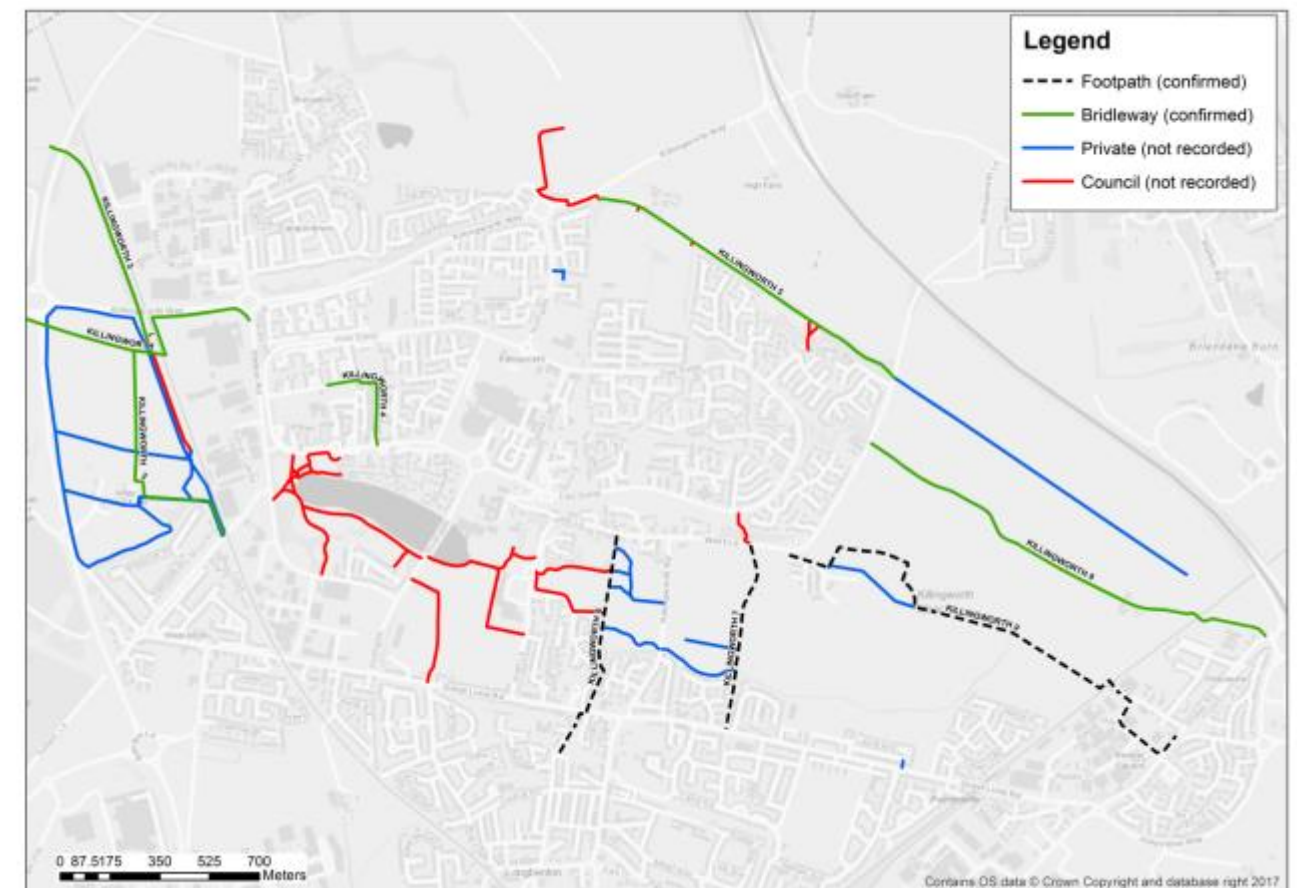
The site is bound by Killingworth Way to the north; the A19 to the east; Great Lime Road to the south; and the B1317 to the west. The existing highway infrastructure presents a number of options for access into the development area; and good linkage to local and regional amenity. Highways England have identified the potential future widening of the A19 at this location to 3 lanes.

Pedestrian Movement

The existing pedestrian and cycling routes on the site are shown in the plan below. The line of the now dis-mantled Seaton Burn waggonway runs through the site. The A19 presents a barrier to pedestrian and cycle movement to the north east of the site with the only crossing points being the B1317 bridge and a pedestrian underpass.

The surrounding area has an extensive network of country walks and Public Rights of Way, and National Cycle Route 10 which extends from Shiremoor to the north of Killingworth, providing good opportunities for recreation.

Existing Pedestrian and Cycle Links



Public Transport

Metro stations at Palmersville and Northumberland Park are both within walking distance of the site. There are some existing bus routes around the edges of the site on Great Lime Road and West Lane.

Masterplan Considerations

- Connect to existing routes where possible, providing new access to and from the site into the wider locality.

- Incorporate the Seaton Burn Waggonway into the site layout as a pedestrian and cycle connection.
- Consider the best points of access and links between the site and the existing road network.
- Mitigation of potential adverse effects of development traffic on the local and strategic road network and have regard to potential future widening of the A19.
- Additional public transport provision will be required to achieve sustainable travel for the site. Consideration for an optimum route for a bus service through the site should be considered in the Masterplan as well as a location for a potential new Metro Station.

4.5 Local Services and Facilities

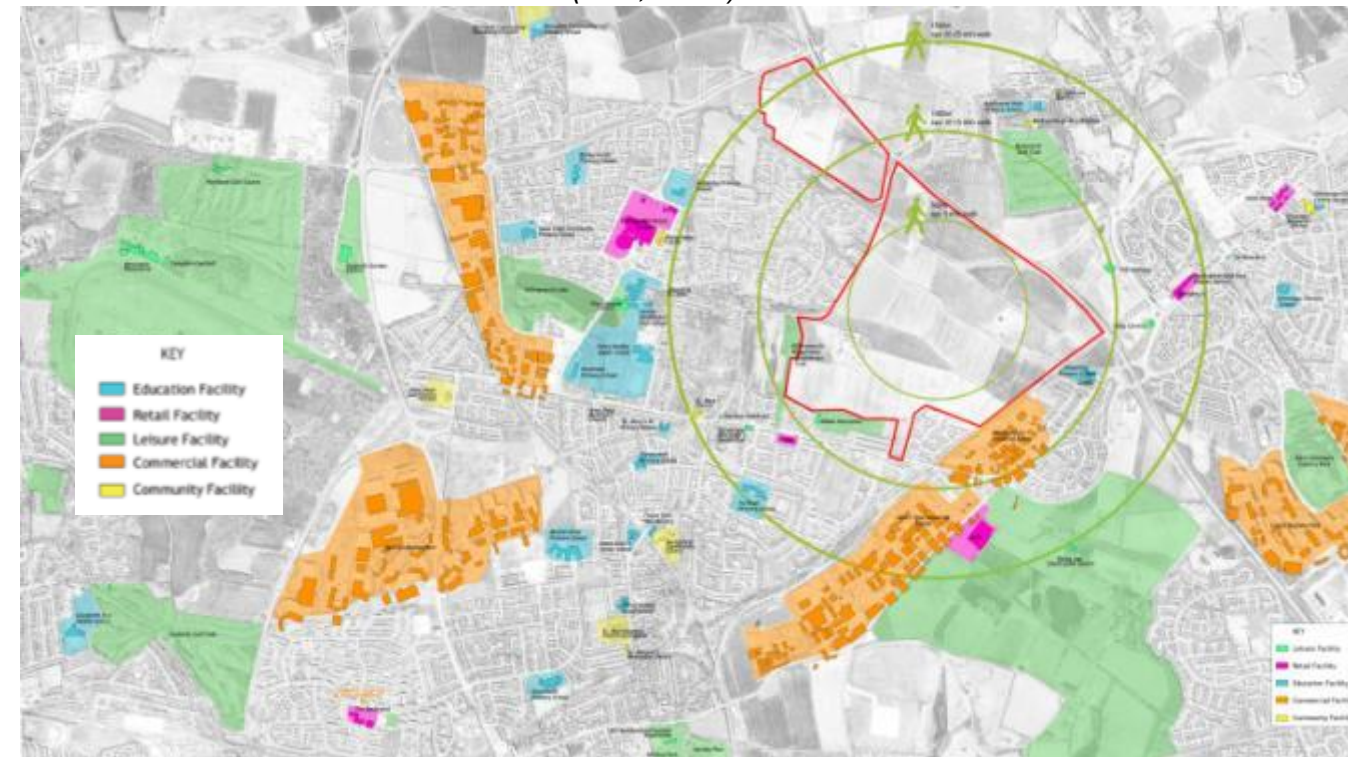
The site is well located to be within walking distance of a wide range of shops, essential services (including schools and a medical practice) and leisure opportunities. The site is therefore sustainably located in respect of access to key services and facilities including:

- Existing Business Parks
- Killingworth Arms Public House
- White Swan Centre (Library and Service Centre)
- ALDI, Great Lime Road
- General Practitioner
- Post Office
- Killingworth Centre (shops, restaurant, services)
- Morrison's Supermarket, Killingworth
- The Lakeside Centre (Leisure Centre)
- Backworth Golf Club
- Northumberland Park District Centre
- A range of pubs and restaurants including The Pavilion, Toby Carvery and Killingworth Arms

The following education facilities are located within the catchment area of the site;

- Holystone Primary School is the closest existing school to the Killingworth Moor site, located to the south of the site within Holystone Village.
- Longbenton High School located to the south west of the site.

Services and Facilities around the Site (Pod, 2016)



Masterplan Considerations:

- Include a Local Centre within the Masterplan to complement existing services around the site.
- Review requirements for new education infrastructure arising from both existing and new development and the appropriate location for provision within the site.
- Include an employment quarter in the Masterplan to provide business and employment growth opportunities.

4.6 Topography and Landscape Character

The site is largely made up of a series of agricultural fields, mostly bordered by hedgerows. To the south and west there are some fragmented field boundaries and agricultural fields are large. The site previously contained a derelict depot where residential development is under construction. Pylons also running in a north south direction roughly in the middle of the site. There are clusters and lines of mature deciduous trees around Holystone Farm to the south of the site and in the north-east and northern areas of the site.

Pylons crossing the site



Stephenson Park Development (Bellway)



The site has high points to the west, gently sloping downward to the north, east and south; with local low points at the southern site boundary and south-eastern edge. Settlements to the west and south generally present their backs to the spaces and are separated by highways, a sunken Metro line and the A19 strategic highway.

The majority of views are gained from nearby points of access, roads and rights of way. When viewed from the west and the north, the landscape is experienced in the backdrop of buildings including the settlement of Backworth, Holystone and Palmersville. In views from the west and north across the southern area of the site there are also views to Benton Square Industrial Estate which forms a strong urban edge, adjacent to the Metro line. From the east there are views of open fields with fragmented hedgerows and also of the industrial estate and housing in Holywell and Palmersville. The line of pylons across the site is visible in most of the available views which look into the site. The southern area of the site is enclosed from the east by the embankment and line of mature deciduous trees along the edge of the A19 dual carriageway.

View looking south from the Wagonway



View looking east from West Lane



Site Contours (Pod, 2016)



Masterplan Considerations:

- In order for development to sit successfully into its wider context, the Masterplan layout should provide green infrastructure connections through the site.
- Where possible, hedgerows, tree groups, copses and field boundaries should be integrated into the Masterplan layout.
- The pylons will need careful design in mitigation, avoiding long views focusing upon the tower structures. Alternatively where long views of the pylons are unavoidable, landscaping should help to integrate the pylons into the landscape.

4.7 Ecology

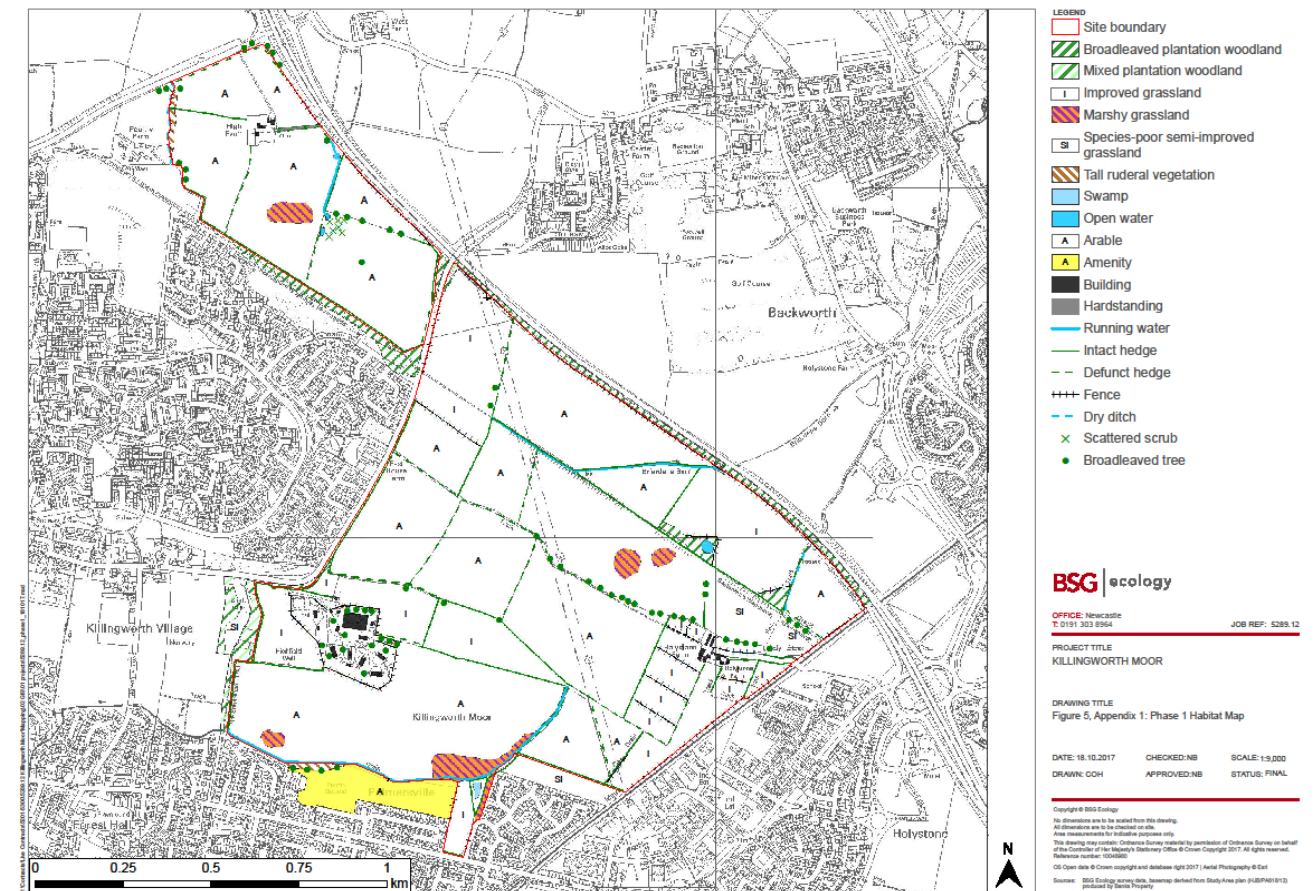
There are no statutory designated sites located within a 2km radius of the site; however there are six Local Wildlife Sites (LWS) and seven Sites of Local Conservation Interest (SLCI) located within 2km of the development. The main habitats present within the site are arable land and improved and poor semi-improved grassland, which collectively cover the majority of the site. Areas of marshy grassland of varying size are present in the northern, central and southern parts of the site. Occasional small areas of semi-improved neutral grassland are present in the southern part of the site.

Open water is present in the northern part of the site and the Brierdene Burn flows across the north-eastern part of the site. Other ditches containing water following periods of rainfall are on the site. Small areas of broadleaved plantation are present around the site and along some field boundaries and public footpaths and scattered scrub is present in the north-western and central parts of the Site. Dense vegetation is present within some of the grassland fields and bordering the majority of hedgerows.

Species identified using or having potential to use the site includes:

- Foraging or commuting bats
- Potential great crested newts
- Breeding birds
- Wintering birds
- Badger

Ecological Habitats



Masterplan Considerations:

- Explore opportunities to improve habitat value compared to the current agricultural use.
- Maintain and create wildlife corridors running through the site as green corridors.
- Where possible, existing pond features and their surrounding habitats should be retained as part of a wider drainage strategy.
- Enhance landscaping around the existing Waggonway to support wildlife.
- A landscape strategy should form part of the design process for the masterplan which shows different types of green infrastructure, wildlife corridors and their functionality.

4.8 Drainage and Flood Risk

There are four main watercourses which run through the site; Forest Hall Letch, Brierdene Burn and two unnamed tributaries. The majority of the site is in Flood Zone 1 with a 0.1% chance of flooding in any year. A small proportion of land has been identified as residing in Flood Zone 2 and 3. This is the area immediately to the south of Forest Hall Letch. The site is located within a critical drainage area, as defined by the 2012 North Tyneside Surface Water Management Plan.

The risks of fluvial flooding of the site is considered low and limited to a localised area on the south side of Forest Hall leech. The risk of flooding from surcharge of the existing sewerage infrastructure is considered low.

Masterplan Considerations:

- The Masterplan should be based on a comprehensive drainage strategy which provides full flood mitigation across the site.
- Deliver an integrated SUDs strategy across the site to complement the Masterplan and support delivery of attractive open spaces and areas for biodiversity and recreation.

4.9 Archaeology and Heritage

Assets outside of the Site Boundary

East House Farm: Grade II Listed building, located to the west of Killingworth Moor, outside of the development site. Any impacts would be to the setting of the heritage asset.

Killingworth Village Conservation Area: Located to the west of the site. There could be an impact on the setting of the conservation area; however the development at Killingworth Moor would have minimal impact on the character and appearance of Killingworth Village conservation area.

West Backworth Medieval Village: The medieval village is located to the north west of the site. The Scheduled Monument includes both medieval earthwork and below ground remains and the remains of post medieval activity. Due to the underground and low-lying nature of the heritage asset, and due to the existing landscape between the proposed site and the medieval village, no negative impacts would arise from development.

Killingworth Colliery: The western boundary of the site adjoins the former Killingworth Colliery, known as High Pit and its associated wagonway. These are not designated heritage assets, nor are they on the local register. The site of the colliery and wagonway are not within the development site boundary, development adjacent to them should not have any negative impact.

Assets within the Site Boundary

There are no statutorily protected buildings within the site; however a number of non-designated assets are on the site:

High Farm: The Farm is not designated or on the local register, however it does have some heritage significance. Some of the original buildings on the farm have been demolished, however the farm house remains.

Holystone Farm: The Farm is not designated and is not on the local register. The majority of the buildings have little to no architectural quality and Holystone Farm is considered to be of low heritage significance.

Holystone House is shown on maps of 1778. The historic farm buildings will require archaeological recording before demolition.

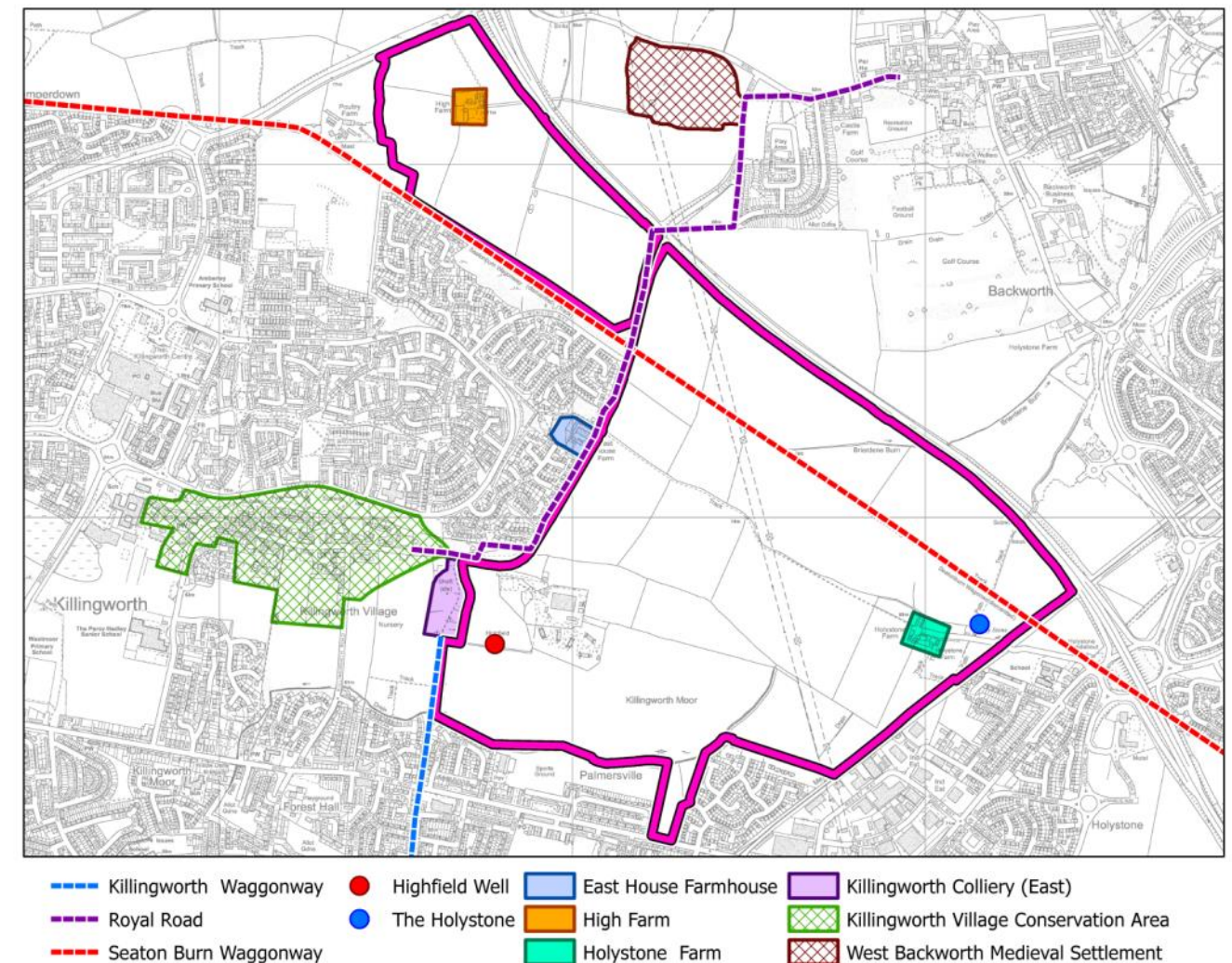
Holy Stone: The Holy Stone cross socket sits to the east of Holystone Cottage. The Stone is of high historical value in that it is understood to inform us of medieval land boundaries and suggests that the road on which it is located, now a private road, was once a significant route in the area.

Seaton Burn Wagonway: The route of the former Seaton Burn Wagonway runs northwest-southeast through the eastern part of the site. This wagonway served a number of collieries and is recorded on the Tyne and Wear Historic Environment Record.

Highfield Well: Located to the west of the site and is not a designated asset. The remains at the site do not appear to resemble an obvious well structure. The Highfield Well is of low heritage significance and its removal would have a low impact.

Other buried archaeological features may survive on this site, which can only be detected through archaeological fieldwork.

Heritage Assets Plan (Heritage Statement, Capita 2015)



Masterplan Considerations:

- New development should be sympathetic of existing heritage assets; views from listed buildings and conservation areas should be screened from view with landscape buffers where possible.
- An area of open space between East House Farm and any new development is recommended to be provided in recognition of the building's use and traditional setting.
- There are existing site features that can be incorporated into the development including the Seaton Burn Waggonway and existing farm complexes.
- Further evaluation of the extent and significance of any archaeological resources which may exist on the site is required.
- Create a suitable area of open space around the Holy Stone cross socket to make it a focal point within the site.
- High Farm is an opportunity to make a positive contribution to local character and distinctiveness. New development should respond to the remaining farm buildings as an existing site feature.

4.10 Noise and Air Quality

Noise at the site is predominantly due to road traffic on the A19 which is partly at the same ground level as the site and partly elevated. The Metro line is also a noise source that transfers into the site. Other noise sources include businesses to the south east of the site and the proposed primary and secondary schools.

An Air Quality Assessment will be undertaken on the site in order to consider the air pollutant concentrations in the area. The area is not located within an Air Quality Management Area and as such the air quality is likely to be good. The main consideration for impact is resulting pollutants from development traffic. This will be assessed, having utilised annual average daily traffic data for all affected roads from the Transport Assessment being produced for the site.

Masterplan Considerations:

- Noise sources must be considered in the positioning and orientation of proposed development, including, where necessary, the design and location of landscaped buffers and other noise attenuation measures.
- Consider air quality across the site. This should include air quality monitoring of the traffic flow plans with action to mitigate issues arising
- Consider electric charging points for vehicles

4.11 Ground Conditions

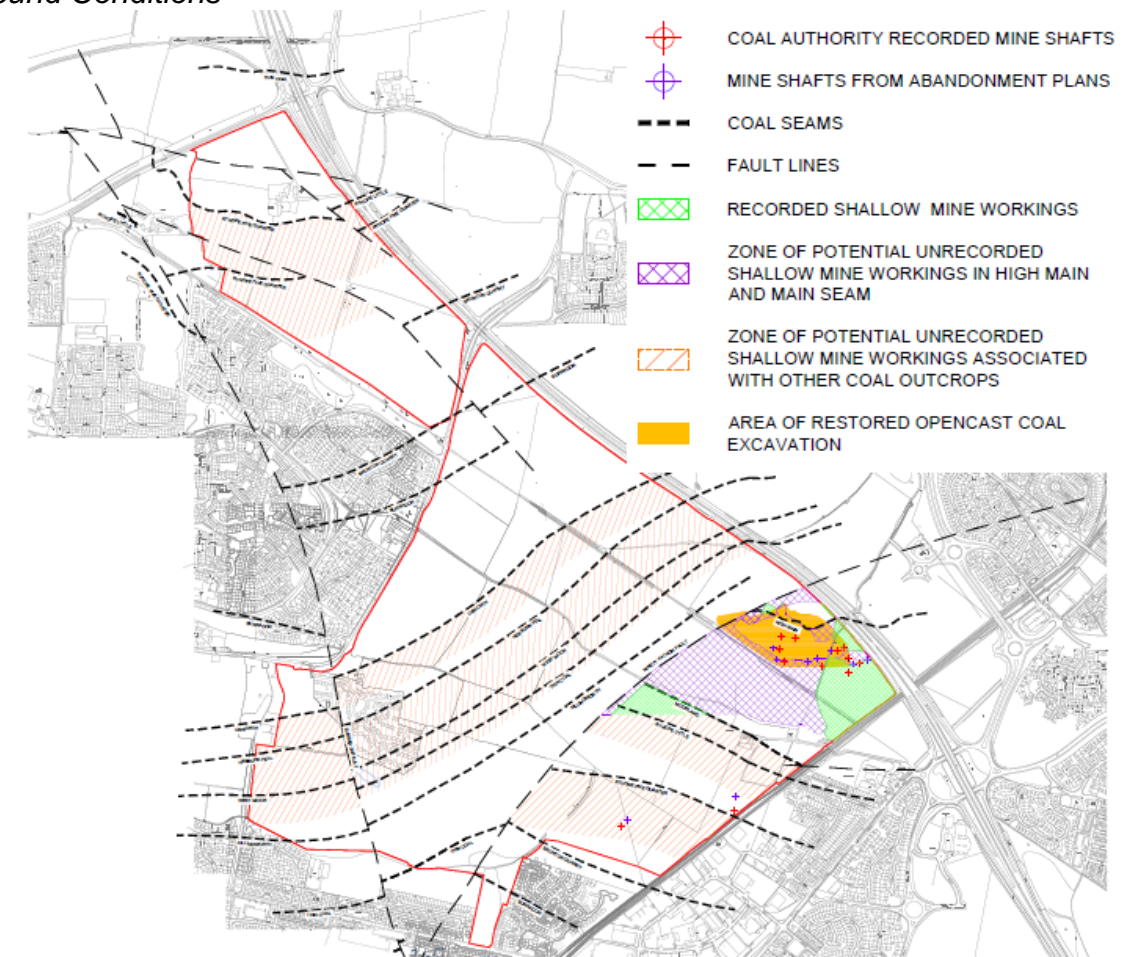
The potential risk to development of the site due to past mining activity is generally considered low, though higher risk areas are present within the east of the site. The following potential risks have been identified which are related to mining legacy:

- Eastern parts of the site are likely to be within influence of recorded (and unrecorded) shallow mine workings in the High Main and Main coal seams. Recorded mine workings in other seams beneath the site are likely to be at sufficient depth so as to not present a surface instability hazard.
- 14 mine entries are recorded on site, mostly within the east, though a number of these are likely to have been removed by later opencast mining.

- An area of former opencast mining targeting the High Main seam is present within the east of the site with a maximum depth of excavation of approximately 24 metres at its lowest point. This former void is anticipated to have been backfilled with poorly compacted spoil materials which is likely to present a ground stability hazard. A high wall feature will also be present which presents the potential for differential settlement.
- Parts of the site may be within influence of unrecorded shallow mine workings in several other coal seams of workable thickness that subcrop beneath the site. The areas of potential surface instability will be present in strips of land running parallel to the subcrop positions.

Palmersville Containment Cell is located to the south of the site and holds material that was relocated from an un-lined landfill on the original Forest Gate Development site. This area of land is currently constrained by an Environment Agency licence, for which the owners are currently in consultations with the Environment Agency regarding surrender. If and when the licence is surrendered the land may come forward for development in line with the Local Plan allocation provided that the applicant can demonstrate its suitability in terms of ground conditions and environmental health. Therefore this area could be suitable for future development subject to ongoing liaison with and agreement of the LPA with regards to appropriate detailed site conditions review, risk assessment, ground preparation and suitable foundation and ground gas protection solutions

Site Ground Conditions



Masterplan Considerations:

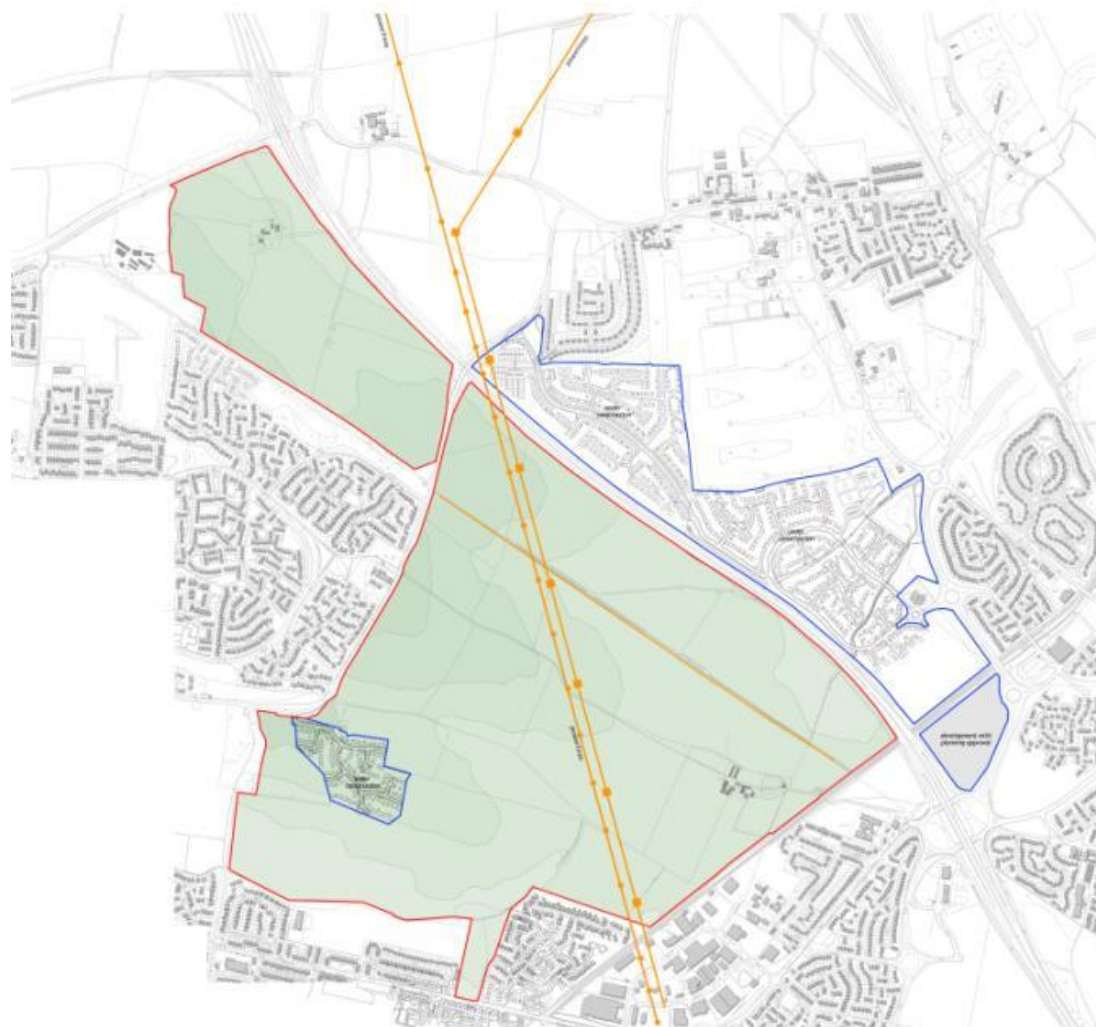
- Fully consider any potential risks to development of the site due to past mining and the Palmersville Containment Cell.
- Building over the top of, or in close proximity to, mine entries should be avoided wherever possible, even after they have been capped, in line with adopted policy of the Coal Authority. Detailed planning applications must be supported by a Coal Mining Risk Assessment informed by intrusive site investigations as required by the Coal Authority.

4.11 Services and Utilities

Pylons and power lines cross the site in a north to south direction. Electricity, gas, telephone, broadband and water supplies are all available within close proximity of the site.

Masterplan Considerations:

- Accommodate the electricity lines into the Masterplan within green corridors and consider visual mitigation with appropriate landscaping.

Location of Powerlines**4.12 Trees and Hedgerows**

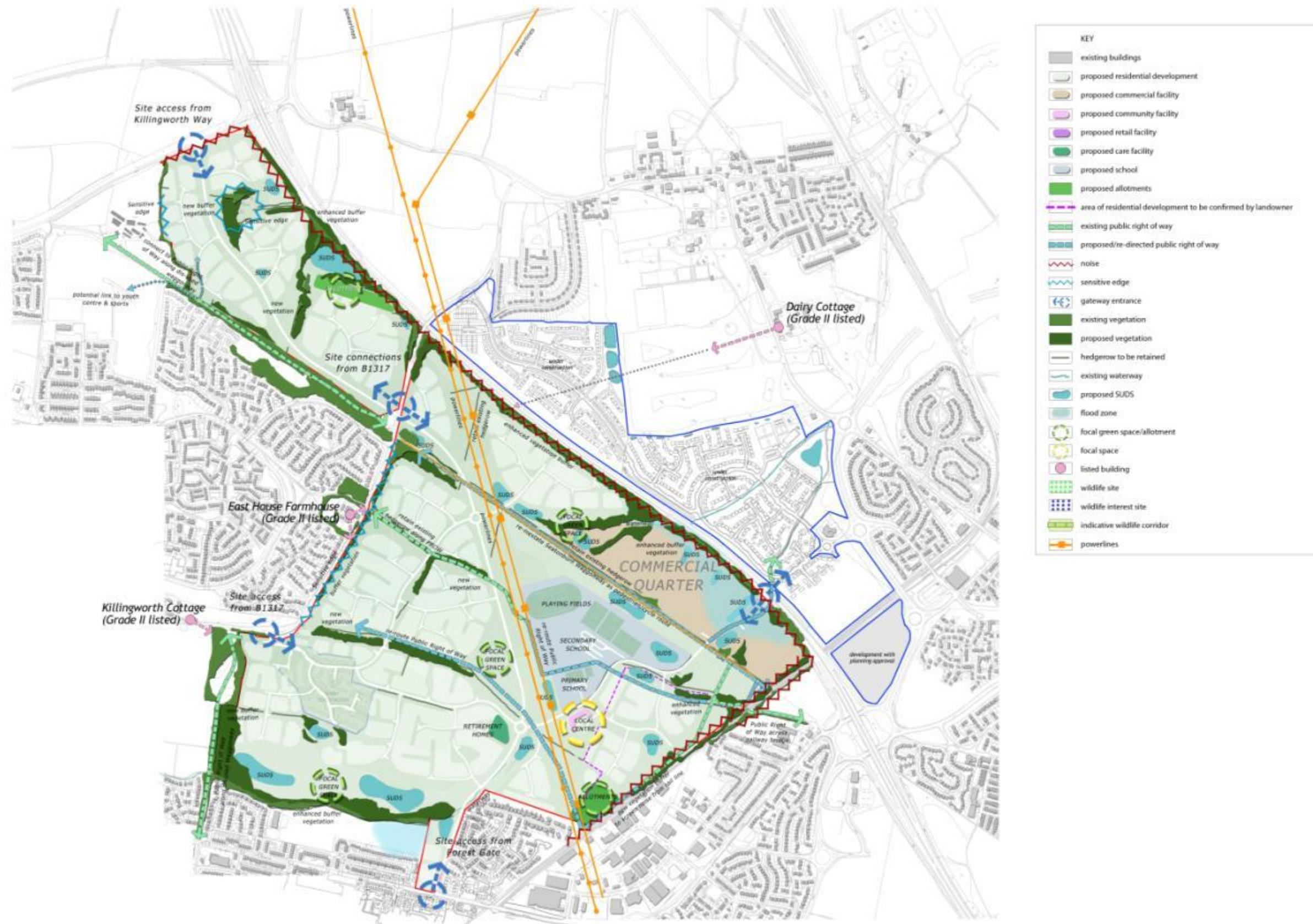
An arboricultural tree survey has been carried out for the majority of the site with the exception of an area approximately 10.5 hectares to the south east (due to access restrictions at time of survey). Fields across the site are divided with a combination of tree groups, hedgerows and fencing. There is a wide range of trees across the site which range from young to mature and from healthy to dead. A wide range of species is represented across the site.

Tree and Hedgerow Plan

4.13 Site Constraints and Opportunities

Site Considerations	Site Opportunities
<ul style="list-style-type: none">• Pylons and power lines cross the middle of the site in a north south direction• Noise from A19, Metro line and potential new Metro station• Listed buildings adjoining the site and heritage assets on the site• Existing wagonways• Limited vehicular access connections to Shiremoor under the A19• Wildlife corridors and ecology• Protection of trees, hedgerows, copses and field boundaries• Flood zones 2 and 3 to southern part of site	<ul style="list-style-type: none">• Creation of a new sustainable community, served by a new community hub• Provision of primary and secondary education facilities• Creation of a new employment quarter• New highway routes, linking into the existing network• New pedestrian and cycle routes, connecting to key destinations, public transport and the existing network• Improvement to public transport network including potential new Metro station at Holystone• Enhancement of existing hedgerows and trees• Creation of new habitats, public open space and green infrastructure• Enhanced linkages to cross the A19• Enhance the setting of existing heritage assets

Site constraints and Opportunity Plan



5. DESIGN PRINCIPLES

5.1 Place Making Framework

The Masterplan provides the opportunity to create high quality new places. To maximise the potential of place making, the Masterplan is informed by the following principles:

Character Areas and Housing Density

A range of character areas will be developed in coordination with a range of housing densities that will contribute towards creating a sense of place and facilitate navigation. Each character area should be reflective of its general setting and role within the site as a whole and provide a coherent liveable neighbourhood for residents.

Densities will generally increase towards the Community Hub and areas well served by public transport. Lower density development will generally feature to the in areas overlooking open space to create an appropriate transition.

Entrance Features and Streets

Gateways into and out of the site and each character area will be designed to support legibility and provide a sense of identity for the site as a whole and local neighbourhoods. Important roads will be identified which will be designed as 'feature streets' in the site. These areas will be high quality public spaces that will enhance legibility and sense of character as people move through the development.

Active Frontages

Development is expected to front onto all the major routes through the Masterplan to create attractive 'streetscapes' to enhance the sense of place and increase the sense of security. Housing will be set back from the link road with landscaped verges and separate pedestrian and cycle paths. Houses should also provide active frontages where adjacent to strategic breaks and open space.

Green and Blue Infrastructure

The existing environment will be drawn upon to strengthen the sense of place and create a distinct identity for the places created. The retention of existing good quality hedges and trees, will be supplemented by new planting of a range of plants and species agreed with the Council and effective landscaping to create the basis for attractive, multi-function spaces for amenity, biodiversity, leisure and community meeting places.

Public open space will be regularly spaced throughout the development and accessible to all residents. These areas will be designed to be active green spaces which are functional for a variety of uses allowing them to benefit wildlife and be attractive for the community to utilise.

Key viewpoints 'in and out' of the site will be safeguarded with landscaped green areas to enhance the setting of Killingworth Moor.

Heritage

Heritage assets contribute to the character and uniqueness of place. Existing heritage will a key connection to the development of the site, not only to reinforce place making but also to preserve the long-term future of heritage assets. Appropriately designed setting around identified heritage assets such as the Seatonburn Wagonway and High Farm. This will help to protect their setting within the new development. Views along the Seatonburn Wagonway will be preserved and enhanced

Place Making Plan



5.2 Movement Framework

The movement network throughout the site provides the opportunity to deliver a network of safe and attractive links within and through the new development and adjacent areas. The key principles to deliver this are set out below:

Walking and Cycling Accessibility

The Masterplan will maintain and enhance existing pedestrian movement routes and preferences across the site by incorporating them into attractive connections through the developments enhancing their sustainability. Pedestrian and cycle routes will be incorporated into a comprehensive landscape and drainage framework, ensuring that the neighbourhoods are interconnected.

The internal layout of streets throughout the development must enable permeability for pedestrian and cycle movements. All areas of the site must have direct cycling and walking routes to the proposed school and community hub, without the need to divert round the perimeter of the site. Cycling and walking routes should be high quality and designed in line with the North Tyneside Cycling Design Guide (to be adopted in 2018). Key junctions and access points into the site should be designed with pedestrian and cyclists in mind. The detailed layout is required to provide direct, well lit and safe links to the existing pedestrian and cycling network including priority crossings at internal junctions where appropriate.

Bridleways

The Masterplan will promote a network provided for equestrian users via the Public Rights of Way. This will be encouraged and promoted to give a comprehensive route network. Route continuity is essential together with clear signing. The introduction of Signalised Equestrian crossings (Pegasus Crossings) will be installed if necessary.

Street Hierarchy

The strategic link road connecting the A1056 and the B1505 (via the B1317) will provide a transport corridor and connectivity through the site. Through the development's strategic routes a 30mph speed limit will be applied. From the strategic link road a secondary highway will enable public transport permeability particularly through the addition of a new underpass from the site under the A19 to connect with the A186 at Backworth. Following this a network of legible streets will provide access throughout the development. The hierarchy of secondary and residential streets will be designed to slow down cars and help reinforce the concept that pedestrians and cyclists have priority.

Sustainable Transport

Excellent public transport links that are easily accessible throughout the site will be required to ensure a suitable attractive service is available for new residents. The option of a new Metro station will also be accommodated in the Masterplan should it be required. Direct and convenient pedestrian and cycle links to the existing Metro stations will promote and encourage the use of the Metro system. Further, the Masterplan will ensure attractive links to existing transport hubs by providing convenient and direct connections to the existing network of cycle and pedestrian paths. New bus services will run through the site along key routes providing sustainable access to key destinations.

Routes to Schools

Routes to schools will be considered as part of the movement network including existing and new routes to schools and associated crossing facilities. This will help to inform wider pedestrian routes within the development to create a cohesive pedestrian and cycle network throughout the site.

5.3 Green Infrastructure Framework

Appropriate introduction of Green Infrastructure will be essential to the creation of a high quality development with a distinctive character where residents can enjoy a healthy and active lifestyle. Development should incorporate the following key principles set out below:

Multi-functional Spaces

Green infrastructure will be defined and recognised as multifunctional spaces. They will provide opportunities for play, exercise and education, community meeting places as well as areas for wildlife and biodiversity appropriate to the character and requirements of the location. SUDs will also be well integrated with and enable provision of areas of green infrastructure.

Accessible Open Spaces

Landscaped areas of open space to fulfil varying roles reflecting the open space needs assessment will be spaced throughout the development. This will be readily accessible for all new residents and attractive for the new community to utilise whilst providing a valuable resource for existing residents adjacent to the site. Green infrastructure will be linked to and be an integral part of a wider cycle and pedestrian network. To reflect this the Movement Framework and the Green Infrastructure Framework should be clearly combined and developed to facilitate and encourage people to walk and cycle for local trips.

Wildlife Corridors

Green spaces will be linked together to create a network that links with the wider external wildlife corridor network. Within the proposed developable areas existing good quality hedgerows and mature trees will be retained to enable green infrastructure and wildlife links to be created. The network of green spaces will provide site wide ecological enhancement and habitat creation through new planting and the potential to create rich areas for wildlife through the network of ponds required to provide sustainable drainage for the site.

Visual Impact

The landscape approach to be adopted throughout the site will seek to minimise the visual impact of development from key view-points into the development and for existing residents in adjacent communities. A southern strategic buffer and a lesser buffer adjacent to the B1317 Killingworth Lane will reduce the visual impact of development from existing residents. New development forming boundaries to the strategic break should provide a soft edge with appropriate residential frontages and planting.

Key Views

The green infrastructure framework will respond to identified key views across the surrounding landscape and be used to create new visual connections at points of interest. At the detailed design stage building elevations, planting and landscape creation will be drawn upon to create vistas through the new development.

Green Infrastructure Plan



6. INFRASTRUCTURE REQUIREMENTS

To realise the vision and development objectives for Killingworth Moor as a high quality, sustainable development, a range of physical and social infrastructure is required to support the community created and integrate it with existing communities of North Tyneside. This necessary infrastructure must be delivered in a timely and effective manner in order to mitigate the impacts of the development and to create sustainable neighbourhoods. Some financial contributions will be required for off-site improvements to existing infrastructure. The key infrastructure requirements are set out below.

6.1 Education

Schools are a crucial element of the local infrastructure and therefore Killingworth Moor must plan for education provision needs arising from new homes.

Primary School

A new primary school is required at Killingworth Moor. The school will be a local facility, within walking distance of key family housing areas and located in the central area of the site. Approximately 2 hectares of land will be made available to deliver the primary school.

Secondary School

A new secondary school is required to serve both the Killingworth site and growth generally throughout the Borough. This is to be located within the Killingworth Moor site, requiring approximately 8.6ha of land, and catering for around 1100 pupils.

6.2 Healthcare

The expected increase in population across Killingworth Moor by 2032 will place increased demand on existing general practice services. Based on maintaining the current model of delivering GP services, the Clinical Commissioning Group (CCG) advises that a contribution of approximately 385m² of additional floor space will be required due to the increase in patients arising from the development. At this time the CCG are continuing to review the model for health care provision in North Tyneside. However, a small branch surgery to a wider practice might be required or the relocation of an existing practice (potentially in currently ageing or inappropriate accommodation) to a new facility at Killingworth Moor. It would additionally be expected that if such new accommodation were created the inclusion of services such as physiotherapy and speech therapy could be considered. This Masterplan should consequently enable the delivery of such a facility as part of any new local centre.

6.3 Highways and Transport

Primary Highways

Requirement for primary road infrastructure including a strategic north-south highway link and access junctions at Killingworth Way A1056 to the north and Great Lime Road B1505 to the south. The north-south route is essential to secure adequate highway access to the site and will additionally alleviate the potential impact of development at this site upon Killingworth

Village and the impact of growth upon the junction of the B1317 Killingworth Lane and B1505 Great Lime Road.

Secondary Highways

- An underpass, connecting the Killingworth Moor site with the A186 for taking site traffic and potential secondary education trips away from the primary Holystone A19 / A191 roundabout junction.
- A further, secondary access point will exist where the primary north-south route intersects with the B1317, providing a further alternative route across the A19.

Off-site Works

A range of off-site works are required through section 278 agreements with the Council as Highway Authority, or through section 106 contributions. These include the following improvements at the following roads and junctions:

- Killingworth Way Roundabout
- A19 Killingworth Interchange
- Killingworth Lane Junction
- Forest Gate Junction
- Wheatsheaf Roundabout
- Great Lime Rd / Killingworth Village

Further work looking at more detailed traffic modelling will be required for the detailed development and applications for the site. In relation to the Killingworth Interchange junction, it needs further consideration in terms of assessment, design suitability and safety. It is recommended that this includes, but is not limited to:

- Microsimulation assessment of the whole system, on the basis of agreed demand flows.
- Seeking the views of Highway England .
- Undertaking and initial design review and preparation of a Stage 1 Road Safety Audit.

Public Transport Provision

Provision will be made for bus access throughout the primary and secondary highway network., subject to further feasibility work. The precise costs of delivery of the Metro station are subject to further work, however the location of this is shown on the Masterplan to the south-eastern boundary of the site adjacent to Holystone village and the Benton Square industrial estate. This would enable access to the existing employment and residential areas. If a Metro were not included as part of development proposals at Killingworth Moor, an equivalent level of public transport provision would be required through an enhanced bus service.

Cycleways, Bridleway and Pedestrian Routes

High quality walking and cycling routes are required in accordance with the emerging Cycling Design Guide and LDD12 Transport and Highways SPD to provide appropriate connectivity for Killingworth Moor. The below table and map identifies potential routes and desirable connections that are indicative at this stage and their alignments may be altered as the detailed design develops. Further detailed mapping of links will be required providing a full overlay of key routes against the proposed Masterplan layout as part of any future planning applications.

The following improvements to site are identified to create or enhance internal links within the site:

K1	Principle pedestrian and cycle route – north / south main pedestrian and cycle route from Killingworth Way through to Great Lime Road.
K2	Secondary pedestrian and cycle route linking the western development areas to Backworth via the A19 underpass and connecting into the potential Metro station.
K3	Southern extension of existing bridleway stretch from Killingworth Way along the waggonway and southern link with existing bridleway to access bridge crossing. Diversion of National Cycle Network Route 10 (Reivers Route) along existing waggonway through the site to A19 underpass.
K4	Upgrade and diversion of existing bridleway (re-routed via waggonway to avoid school and local centre) to retain link from Killingworth Centre to the footbridge and Holystone Roundabout.
K6	. Provision of segregated footpath cycleway to access schools, local centre and Metro.
K7	Upgrade footpath linking Killingworth Lane to the local centre
K11	Perimeter footpaths
K3	Seatonburn Wagonway

The following improvements to the external network are identified to link the internal routes to key strategic destinations within North Tyneside.

EX10	Part essential and part desirable - Existing footpath improvements with signage to provide a link between the proposed new Metro station at the Killingworth Moor site with Industrial Estate and Holystone Village. The proposals connect with existing infrastructure in Holystone Village providing a link to the A191 corridor cycle route, new housing development at Scaffold Hill and Rising Sun Country Park with a link to a potential new pedestrian and cycle crossing of the A19 to Cobalt Business Park.
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EX12	Essential - Existing footpath improvements to provide signage for improved north – south link for pedestrians and cyclists between Killingworth Village and Great Lime Road to the west of the Killingworth Moor site.
EX14	Essential - Existing bridleway improvements to the NCN Route 10 which runs along the north west boundary of the Killingworth Moor site to improve access from the north of the site to the A1056 and the Killingworth centre.
EX15	Essential - Proposed traffic free path adjacent to A1056 Killingworth Way to provide link to the northern boundary of Killingworth Moor between the principal pedestrian and cycle route access junction and NCN Route 10 / green corridor to Killingworth Centre.
EX16	Part essential and part desirable - Proposed traffic free path adjacent to B1317 Killingworth Lane to provide link for pedestrians and cyclists from Killingworth over the A19 to Backworth Village connecting with existing infrastructure to Seghill and Northumberland to the north.

Pedestrian and Cycle Improvements



6.4 Local Centre

A local centre is required to support the development and provide the day to day facilities to support the new communities. The local centre will provide a range of shops (e.g. convenience store) as well as opportunities for other neighbourhood and community facilities. The Retail Requirements Assessment provides an outline of the scale of retail provision that may be appropriate indicating the site could support provision of approximately 500 sqm of convenience retail by 2032. The location of the local centre that would primarily serve day to day needs for residents on the new development and should be located in an accessible location.

6.5 Surface Water Management

A drainage strategy is required for the whole site based on the Killingworth Moor Broad Area Flood Risk Assessment. SUDS should be incorporated into the development layout for surface water management. Whilst Killingworth Moor discharges into the Forest Hall Letch, part of the Ouseburn catchment, it will be important to ensure drainage infrastructure installed does not increase the volume of non-foul water that enters the sewerage network and finds its way to Howdon Waste Water Treatment Works.

6.6 Open Space

An overarching strategy for open space provision should incorporate the following minimum requirements at Killingworth Moor:

- Equipped areas for play – Requirement for Strategic Equipped Area for Play (between 1,000sqm to 1,600sqm) within the -central part of the site. A smaller Local Equipped Area for Play (of 600sqm to 800sqm minimum) required to the north west of the site.
- Parks – Additional park provision is required. Due to the shape of the site more than one park should be considered. Parks need not be significant in scale but should be well designed and fit for purpose.
- Natural and Semi-Natural Green Spaces – Provision of this type of space could be delivered within multifunctional areas, expand the biodiversity value on the site and link into existing wildlife corridors
- General Green Space – Provision can be delivered within multifunctional areas.
- Allotments - Requirement for the delivery of one allotment per 27 households. For 2,000 homes this would be 75 allotments.

Depending on the level and nature of green infrastructure provision on the site, there may be a requirement for off-site improvements to existing areas of open space

6.7 Sport Facilities

- Contribution required towards existing sports facilities to improve and maintain existing facilities to help deal with the increased demand arising from the development.
- Playing pitches should be provided in schools to support the new development. The school site should be planned to address the following points
 - The site is subject to a community use agreement.
 - The site is laid out so that community use is achievable.

- The playing pitches are constructed to a specification that means they have the capacity to accommodate the additional community use.

6.7 Affordable Housing

The Masterplan is required to deliver 25% affordable housing as required by policy DM4.7 in the Local Plan. The affordable housing will be delivered on site and will provide a mix of both affordable rented and intermediate housing.

6.8 Community Facilities

A contribution is required towards existing library, customer first centre and community facilities. This will help to improve and maintaining existing facilities to help deal with the increased demand arising from the development.

6.9 Employment and Training

67 apprenticeships are required to be delivered as part of the site construction to deliver employability interventions targeted on North Tyneside residents. A contribution may be appropriate if some apprenticeships are unable to be provided as part of the scheme.

6.10 Public Realm

The delivery of the scheme should deliver improvements towards the public realm, such as public art which can enhance the aesthetic environment and reflect the character of the location. The delivery of the scheme is also expected to support Killingworth town centre. Other contributions may be applicable and will be secured subject to detailed viability and negotiation, at planning application stage.

7. MASTERPLAN



7.2 Indicative Density Plan

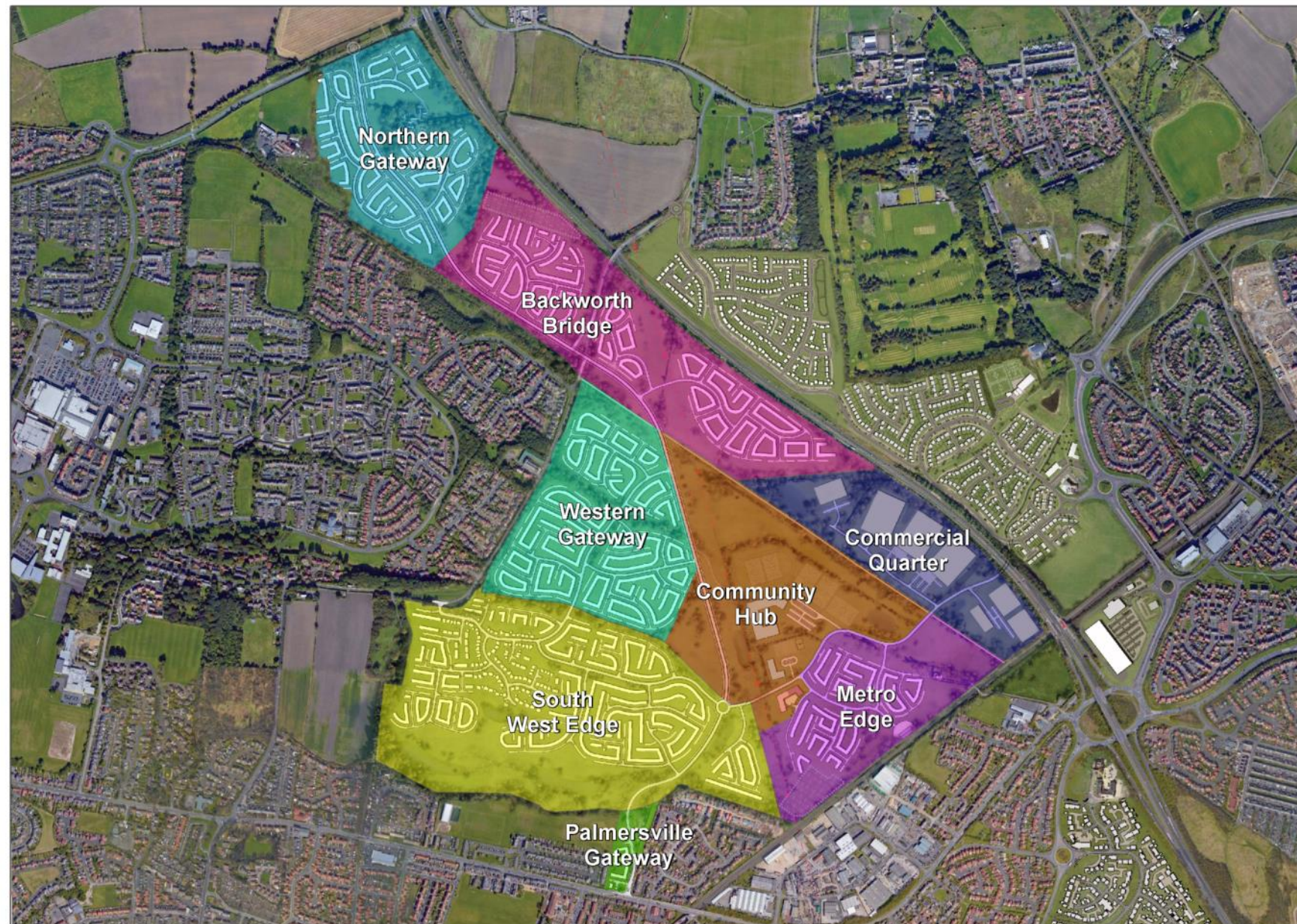


8. DESIGN CODE

The information in this section will provide applicants with a set of design principles to be used at Killingworth Moor. The design code provides guidance about how to plan buildings, streets and spaces to ensure the site develops with a coherent structure. This is intended to create attractive and healthy places and make the process of achieving good design more straight forward.

8.1 Character Areas Overview

The Masterplan includes a number of different character areas, each defined by a specific approach to urban design and landscaping. The character areas will be recognisable zones with individual identities. They will reflect the built characteristics within the surrounding developments around Killingworth Moor. This will help integrate the new development into the existing community and enhance the existing identity of the area.



8.1.2 Character Area 1: South West Edge

This character area will provide a high quality development graduating from medium density at its heart (reflecting that of Stephenson Park) to a lower density edge to frame the open break between the existing settlement of Palmersville and the Killingworth Moor. Properties will

largely be detached and provide a suitable transition to the open space and wetland areas. The character area is of particular importance in integrating Stephenson Park (currently being built by Bellway Homes) within the wider scheme.



Character	Suburban informal character which fully integrates with Stephenson Park and takes advantage of open views to the south of the site. The architectural approach should have regard to the existing style of Stephenson Park whilst also allowing for some differentiation in style within the character area
Character Reference	Stephenson Park, Wagonway, Palmersville open break.
Landscape Setting	<ul style="list-style-type: none">• The open break to the south of the character area will include amenity green space, SUDs, wetland areas and areas for ecological mitigation.• Houses will front onto the primary estate road, similar to the existing Stephenson Park development• Pockets of open space and small ‘greens’ along the route will be framed by housing clusters set back from the road.
Housing Mix	A mix of predominantly detached and some semi-detached houses, with large detached plots especially to the edges. Along the link road semi-detached and short terraces may be appropriate.
Density / Height	Medium-low density development. Development generally 2 storeys in height with some opportunities for 2.5 storeys to assist in legibility of routes.
Key Design Principles	<ul style="list-style-type: none">• Properties will be outward looking over the open break. Street layout and design will maximise the views of the open break.• Architectural design and layout should integrate well with Stephenson Park.• Moorfield Drive will not be accessible for through-traffic from Phase 2 onwards.

8.1.3 Character Area 2: Palmersville Gateway

This character area relates to a smaller section of development located adjacent to the southern access point from Great Lime Road. It is a key gateway into the site and also provides access into the Forest Gate development. The character area is located in close proximity of Palmersville Metro Station.



Character	Distinctive gateway into the site that complements development at Forest Gate while also providing a distinctive new area with its own identity.
Character Reference	Surrounding residential development including Forest Gate.
Landscape Setting	<ul style="list-style-type: none">• Along the link road, development will be set back behind green verges, native trees and hedgerows.• Protection of existing habitat features including SUDs ponds.• Hedge planting should form front boundary treatments for units along Great Lime Road to afford privacy to residential units.
Housing Mix	Town houses and apartments
Density / Height	High density development. Development up to 3 storeys in height.
Key Design Principles	<ul style="list-style-type: none">• The arrangement and form of dwellings in this location should provide a distinctive entry point.• Dwellings in this location will be orientated an outward aspect with terraced and apartment forms positioned close to Great Lime Road.

8.1.4 Character Area 3: Community Hub

The community hub is considered to be the key area within the development and of real importance to the success of the wider scheme by creating a clear and identifiable centre. The community hub will be a focus of local community activity and social infrastructure for Killingworth Moor. The central area of open space will form a community park with views to the north and south of the site. The area will link up to all pedestrian routes and be easily accessible for the whole site.



Character	A natural focal area for the site which includes retail, health and education facility complemented by residential development.
Character Reference	Long distances views through the site and links with Backworth Park and potential new Metro Station.
Landscape Setting	<ul style="list-style-type: none">• High quality hard and soft landscaping creating an identifiable and pedestrian friendly public centre. Some areas will be specifically designed for wildlife and biodiversity.• Along the link road, development will be set back behind green verges, native trees and hedgerows.• Reinforce and enhance the green buffer around Seaton Burn Wagonway.
Development Mix	The area will include: <ul style="list-style-type: none">• A primary and secondary school• Convenience retail provision• Health facility• Equipped children’s play area
Density / Height	Education buildings up to 2 storeys. Retail and health buildings up to 3 storeys. Residential development surrounding the community hub up to 3 storeys.
Key Design Principles	<ul style="list-style-type: none">• Residential development around this area should be a tighter grained development with house types used to successfully frame the space.• Retail, health and education buildings should be designed to complement residential accommodation.• The retail building is located in this area which should be a focal building in terms of its design and layout – See section 8.3.2 for further detailed guidance.• Design should consider appropriate easements for the pylons.• An attractive green link will be created north-south that connects to the central Seaton Burn Wagonway wildlife corridor.

8.1.5 Character Area 4: Metro Edge

Character area 4 is located in close proximity to the existing Metro line and the potential new Metro Station. This area will be an arrival point for people using the potential new Metro Station. As such it should create a welcoming and distinctive gateway into the site. To the east of this character area is the existing Holystone Cottage and the historic Holy Stone cross socket. Although the cross has been removed the socket is important and has created the name and identity of the local area. This character area includes an area of open space to the east which creates an opportunity to celebrate this asset.



Character	Traditional character area based around strong street frontages with clear and direct routes to the potential new Metro Station and open spaces.
Character Reference	Metro Station, The Holy Stone
Landscape Setting	<ul style="list-style-type: none">Retain, protect and enhance existing landscaping and field boundaries and link these to the key open spaces within the development.Appropriate buffer planting comprising of native species to mitigate for noise from the Metro and create opportunities for wildlife corridors.
Housing Mix	Detached, semi-detached, short terraces and apartments.
Density / Height	The density of this area will be influenced by the delivery of the metro station. If this is deliverable then the character area would be suitable for high density development. If the metro is not delivered then medium density development would be more appropriate.
Key Design Principles	<ul style="list-style-type: none">Development to assist in providing direct and safe routes to the Metro Station.The area has a key frontage to the secondary road which should be reinforced with active outward facing development.Create an appropriate area of open space to celebrate The Holy Stone while also providing an area for amenity green space and SUDS.A loop road within this parcel should allow a bus service to access the potential metro station.If housing comes forward in this character area in advance of the Metro Station, land must be safeguarded for the future delivery of this.

8.1.6 Character Area 5: Commercial Quarter

This character area comprises of employment buildings located to the east corner of Killingworth Moor. This area is important in portraying the design aspirations of the wider scheme with a key link from Backworth Park framed by commercial development. Development in this location will provide for a range of commercial uses with development designed to accommodate a variety and scale of potential end users.

The location and positioning of commercial units is well considered with good access to the A19 and will be located near the potential new Metro Station. The commercial units will also screen road noise from the A19 for residential areas beyond.

The Masterplan layout shows a reduced area of employment land than identified in the Local Plan. The extent of employment land identified and design approach achieves a suitably balanced scheme which meets housing delivery alongside open space. Planning applications relating to this area will be considered with regard to this Masterplan and Policy S.4 (b).



Character	High quality commercial quarter suitable for smaller scale office and light industrial use, complimentary to new residential neighbourhoods.
Character Reference	High quality design with design cues taken from Cobalt Business Park and Balliol Business Park.
Landscape Setting	<ul style="list-style-type: none">• Use the existing hedgerows to define the area.• Reinforce and enhance the green buffer around Seaton Burn Wagonway with native trees, scrub, hedgerow and wildflower grassland habitat.• Development line off-set from existing watercourses and hedgerows.
Employment Mix	B1 Business uses including offices, research and development of products and processes and light industry appropriate in a residential area.
Height and layout	Maximum of 3 storeys in height. The layout and arrangement of this area will be partly subject to occupier demand. The final layout of this area could be a small number of large units, or a larger number of small units.
Key Design Principles	<ul style="list-style-type: none">• Provide a positive development edge to the wildlife corridor along Seaton Burn Wagonway.• Provide an attractive frontage over the secondary road.• Provide direct, safe and convenient pedestrian routes to the Metro Station.

8.1.7 Character Area 6: Western Gateway

This character area will have a prominent public frontage along the B1317 and provides a western gateway into the site. A linear area of open space is retained in this character area which follows the line of a key pedestrian route through the site. This route provides views towards the community hub.



Character	Suburban low density character with a contemporary design response to the local vernacular and references made to traditional forms of development. The character area should provide an appropriate transition to the community hub.
Character Reference	Agricultural cues taken from East House Farm.
Landscape Setting	<ul style="list-style-type: none">• Retain, protect and enhance the existing hedgerows to define the area.• Reinforce and enhance the green buffer around Seaton Burn Wagonway with native trees, scrub, hedgerow and wildflower grassland habitat.• Broad finger of green space in the middle of the character area which follows the pedestrian area should be retained, protected and enhanced.• Along the link road, development will be set back behind green verges and tree planting.
Housing Mix	Detached houses with some semi detached units at key view points. Along the link road semi detached and short terraces may be appropriate. Bungalows should also be considered in this area.
Density / Height	Low at development boundaries; medium overlooking key routes. Development generally 2 storeys. Development up to 3 storeys in height along the link road.
Key Design Principles	<ul style="list-style-type: none">• An attractive 50 metre landscape buffer will run along each side of the Seaton Burn Wagonway.• The arrangement and form of dwellings in this location should contribute towards creating a welcoming entrance gateway to the scheme from the B1317.• Properties will be outward looking over the B1317.• The character area will need to respond sensitively to the context of East House Farm and the existing landscaping that forms part of its context.• Buffer along the B1317 of approximately 50 metres. Development should consider the scale and mass in relation to existing properties.

8.1.8 Character Area 7: Northern Gateway

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



Character	Suburban low density character with a contemporary design response to character references.
Character Reference	High Farm, Seaton Burn Wagonway
Landscape Setting	<ul style="list-style-type: none">• Retain, protect and enhance the existing hedgerows and planting to define the area and enhance landscaping around High Farm.• Reinforce and enhance the green buffer around Seaton Burn Wagonway with native trees, scrub, hedgerow and wildflower grassland habitat.• Enhance the buffer along the eastern boundary with native species to provide screening to the A19• Along the link road, development will be set back behind green verges and tree planting.
Housing Mix	Detached houses with some semi detached units at key view points. Along the link road semi detached and short terraces may be appropriate.
Density / Height	Low density development boundaries; medium overlooking the link road. Development generally 2 storeys. Development up to 3 storeys in height along the link road.
Key Design Principles	<ul style="list-style-type: none">• The use of distinctive buildings alongside pedestrian space should define the entrance.• An attractive approximate 50 metre landscape buffer of will run along the Seaton Burn Wagonway.• Landscape buffer required to mitigate noise from the A19.• Development should form a positive development edge to Killingworth Way.• Development should respond appropriately to High Farm in order to contribution to local character and distinctiveness.

8.1.9 Character Area 8: Backworth Bridge

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



Character	Suburban medium density character with a contemporary design response that provides a transition in character between character areas.
Character Reference	Green edges and green wedges through this character area to be reference points to create a landscaped focused character area.
Landscape Setting	<ul style="list-style-type: none">• Retain, protect and enhance the existing hedgerows and planting to define the area• Enhance the buffer along the eastern boundary with native species to provide screening to the A19• Along the link road development will be set back behind green verges, tree planting and hedgerows• Wildlife corridor along the Seaton Burn Wagonway to be protected and enhanced with native woodland, scrub, hedgerow and grassland.• Along the link road, development will be set back behind green verges and tree planting.
Housing Mix	Detached houses and semi detached units at key view points. Along the link road semi detached and short terraces may be appropriate.
Density / Height	Low density at development boundaries; medium overlooking the link road. Development generally 2 storeys. Development up to 3 storeys in height along the link road.
Key Design Principles	<ul style="list-style-type: none">• Key features in this character area include an equipped children’s play area and allotments.• Landscape buffer required to mitigate noise from the A19.• An attractive approximate 50 metre landscape buffer will run along each side of the Seaton Burn Wagonway.• Provide a positive development edge to the wildlife corridor along Seaton Burn Wagonway.• The arrangement and form of dwellings in this location needs to provide a distinctive entry point from the B1317.

8.2 Street Design and Hierarchy

Streets make up a large part of the public realm and the treatment and the quality of streets can contribute significantly to the built environment. The design and street hierarchy should reflect the importance of each road type in the site. The types of streets are set out on the plan below and are described further in the following text.



8.2.1 Primary Feature Street

The primary feature street is the Link Road running north-south through Killingworth Moor. The road will need to perform as a strategic link road but must also provide a safe and attractive highway environment. The road will be designed to include cycle lanes on both sides and bus stops, key pedestrian crossing points for community connections, and side access roads.

Design Principles:

- The route requires residential frontages and should clearly provide a visual connection with the new communities it will pass through. The corridor should incorporate appropriate separation of sensitive frontages from the highway by green spaces and landscape, in itself adding a distinct character and value to those properties.
- The highway should be designed to be a 30 mph corridor with a limited number of 6 junctions off it to facilitate smooth movement.
- Along the link road, development should be set back behind green verges, native trees and hedgerows.
- A 3 metre shared pedestrian and cycle path to both sides of the road.
- The design of the corridor should aim to minimise statutory impacts from noise and air pollution but as appropriate building designs should address and mitigate potential impacts for inhabitants.
- Distinctive corner units should be incorporated to ensure continued architectural interest and passive surveillance.
- No in curtilage parking accessed directly off the road will be permitted.
- Boundary treatments and street furniture should be consistent along the entirety of the route.
- Designed to accommodate buses with frequent sheltered bus stops.
- Building heights should mostly be 2 to 2.5 storeys with opportunities for feature 3 storey buildings.
- The road should be punctuated by squares, and feature points to create an attractive and recognisable street.
- The road should generally have a straight but informal alignment.
- Carriageway material will be rolled asphalt but should be broken up at key junctions and feature points with other suitable materials. Footways will be dense bitumen.

8.2.2 Secondary Feature Street

The secondary feature street, as identified in the Masterplan, provides a site wide function to provide access eastwards from the Link Road (Primary Feature Street) and also to provide access to the Primary and Secondary School. The road provides a link to the A19 underpass providing access to east of the A19. The road will be designed to include a cycle lanes, bus stops, key pedestrian crossing points for strong community connections, and side access roads. The road must enable access provision, at an agreed point, into the Metro Edge Character Area

Typical cross section of Secondary Feature Street: Cross sections to be updated to reflect new cycle design guidance.

Design Principles:

- Drop off and pick up points outside of the school.
- Limited curtilage parking accessed directly off the road.
- 30 mph corridor designed for smooth movement. Speed will be reduced to 20 mph within the school zone.
- Boundary treatments and street furniture should be consistent along its entirety.
- Designed to accommodate buses with frequent lay-by bus stops.
- The road should be punctuated by squares and feature points to create an attractive and recognisable street.
- Building heights should mostly be 2 to 2.5 storeys.
- Designated shared pedestrian and cycle way to one side of the road measuring 3 metres. Pedestrian path on adjacent side of road measuring 2 metres.
- Carriageway material will be rolled asphalt but should be broken up at key junctions and feature points with other suitable materials. Footways will be dense bitumen.

8.2.3 Residential Streets

The Masterplan includes a bus permeable residential street connection between the B1317 via the REME site and the new Link Road (Primary Feature Street) designed to an appropriate width to accommodate buses. The remaining residential streets within the Masterplan should be designed to be clearly read as of a lower level in the street hierarchy. They should be designed for low traffic speeds to create a more intimate, pedestrian friendly character.

Design Principles:

- Space will be created for highway tree planting. This can be located in private residential gardens, between visitor parking or integrated into the public realm.
- Separate pedestrian pavement and integrated car and cycle way.
- Car parking designed to support the street scene. Visitor car parking should be distributed in small clusters.
- Roads should be 5.5 metres with a 2 metre pavement on either side.
- Building heights will mostly be 2 storeys.
- Carriageway material will be rolled asphalt but should be broken up at key junctions and feature points with other suitable materials. Footways will be dense bitumen or concrete pavers.
- Visitor car parking will be enhanced in suitable adoptable material, such as block paving, to improve the street scene.

8.2.4 Green Lanes

These streets will be located at the edges of development parcels and next to green spaces where the intention is to minimise vehicular dominance.

Design Principles:

- Green lanes will include native hedgerows, tree and shrub planting (may be part of residential gardens) to create a rural appearance and give priority to pedestrians and cyclists and reduce permeability for motor vehicles.
- These should be between 8.8 - 7.3 metres where there are low traffic demands, consisting of a 4.8 metre shared surface carriageway with 2m service strip either side.
- All surfaces should be block paving.

8.3 Significant Buildings

Significant buildings will contribute towards a positive image for Killingworth Moor. These buildings should be designed to reflect innovative and high quality design. Significant buildings in the site are identified below:

8.3.1 Primary and Secondary School

The schools are located near the centre of Killingworth Moor to allow them to be integrated in the site and fully connected by safe movement routes. They are located within walking distance of the potential new Metro Station and on a planned bus route. The schools are co-located; the primary school should be nearest to the Community Hub and the secondary school nearest to the Commercial quarter.

The key principles are set out below for the design of the schools:

- Located on the secondary highway with direct and easy pedestrian and cycle access and associated public transport provision.
- The schools must reflect the social and civic character of its location and have a visible public frontage from the street. The school must provide a sense of place and should act as a reference point within the development.
- The layout of the school sites should minimise issues of noise to surrounding houses.
- Location of servicing should not impact on neighbouring properties or the highway.
- The schools should have good connections to the pedestrian network, to encourage safe walking routes.
- Boundaries should make the schools secure but respond to the surroundings.
- Scale and massing should positively contribute to the surrounding area. The buildings footprint should allow for future flexibility.
- The approaches to the school's and entrances should be welcoming and promote a sense of inclusion.
- Bus stops should be located close to the entrance to the school.
- Playing fields in the secondary school should be available for community uses.
- Drop off and pick up points should be located outside of the school.
- Pedestrian access points to be provided to the west of the school sites.

8.3.2 Local Retail Hub

The retail facility will provide convenience goods for the site and will be a key element of the Community Hub. The key principles are set out below for the design of this area:

- Appropriate uses include:

- Class A1 – shops and retail outlets
- Class A2 – professional services (on upper floors)
- Class A3 – food and drink
- Class D1 - Non-residential institutions such as Health Centre
- The area should be designed to be easily accessible by foot, public transport and car.
- Well located car and cycle parking. There is likely to be a reduced requirement for car parking due to the close proximity of the housing and the potential new Metro Station. Discussions with the Council's Highways Team should take place during the preparation of detailed plans to discuss further.
- The layout of the buildings should be in a formal structure and be sited to be easily visible.
- Units should provide flexible space that could be combined to provide larger units.
- Vehicular servicing, for deliveries and refuse collection should be located away from the public realm.

8.3.3 Buildings at Entrance Points into the Site

Buildings at the access points to the site have an important function through creating a welcoming entrance and also proving an indication of the design ideals for the wider site. The key gateways into Killingworth Moor are from:

- Palmersville gateway to the south
- Killingworth Way gateway to the north
- B1317 gateway to the west
- Backworth Park gateway to the east
- Potential new Metro Station gateway to the south


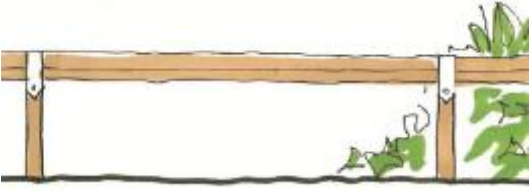

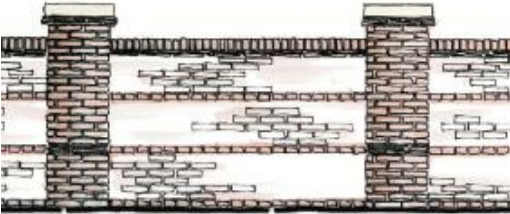
It is essential that in these areas the architecture, built form and landscaping responds to this by providing high quality design. This should be of an appropriate scale and massing to address the road frontage to ensure that a unique sense of arrival is achieved. The key design principles are set out for these areas below:

- Building heights can be up to 3 storeys (plus roof) to help create distinctive arrival points that create an early impression to visitors.
- The appearance of buildings should showcase interesting forms of architectural design.
- The public realm should use creative and innovative design with complimentary landscaping.
- Specifically designed corner turner units should be used to avoid street entrances being dominated by blank gables and high back garden fences and walls.
- Public art may be appropriate in these locations.

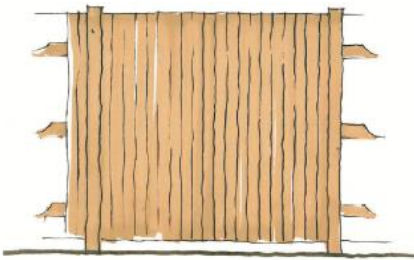
8.4 Boundary Treatments

Various boundary treatments reflective of the character and density of each area should be applied consistently to provide a unifying element to the public realm across the whole site. This is particularly important where different developers are constructing houses on the same streets. Boundary treatments also offer the potential to help shape different character areas to reflect the setting.

In the identified areas below, the following boundary treatments are recommended. These are designed to create attractive boundaries while allowing good potential for surveillance of public spaces and routes.

Front gardens on main routes	Estate railings with informal and formal hedges behind	
Front gardens facing open space	Low timber fencing	
Front gardens in small residential streets	Soft verges with ornamental planting, hedges and trees	
Rear gardens abutting the public realm (these should be kept to a minimum)	Feature wall with optional timber infill panels	

Rear gardens not visible from the public realm	Timber fencing at 1 - 1.8 metres
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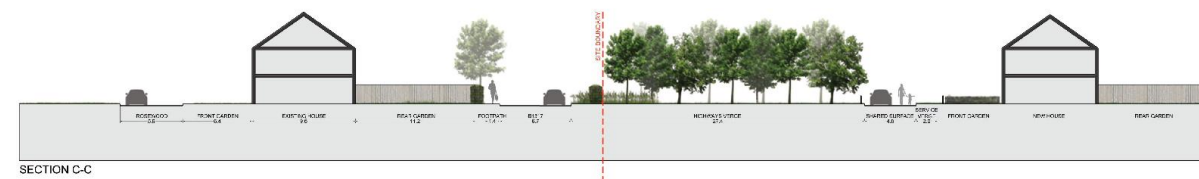
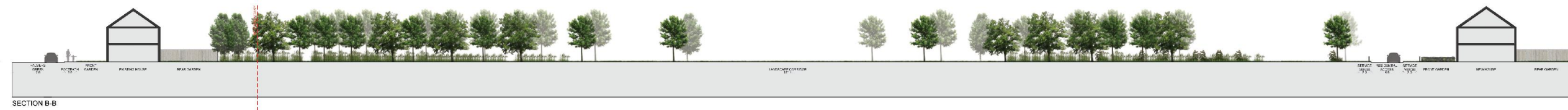
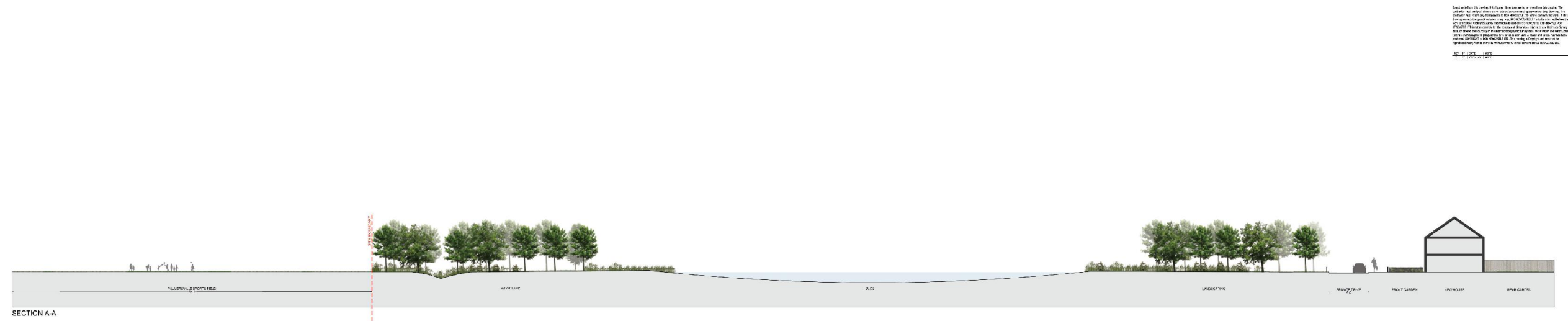
8.5 Edges and Buffer Areas

The edges of Killingworth Moor require sensitive treatment to ensure a positive relationship with existing development, mitigate noise issues and to facilitate wildlife movement. Existing neighbourhoods have strong established identities and communities. These must be protected, through sensitive planning, to prevent coalescence, whilst also offering connectivity between settlements and all of the advantages described in the objectives of the Masterplan. To respond to these issues, green buffers and planting will feature between existing and new development around the edges of the site. Buffer areas will also offer high quality, safe routes and spaces for amenity and leisure.

- Design Principles:**
- Buffer areas should form a meaningful space with a natural landscape character with native landscaping.
 - New development should generally front onto buffer areas.
 - Development should generally avoid high density built forms towards the edges of the site – other than identified primary points of access and key features.
 - Pedestrian and cycle links should be included, where feasible, in buffer areas.

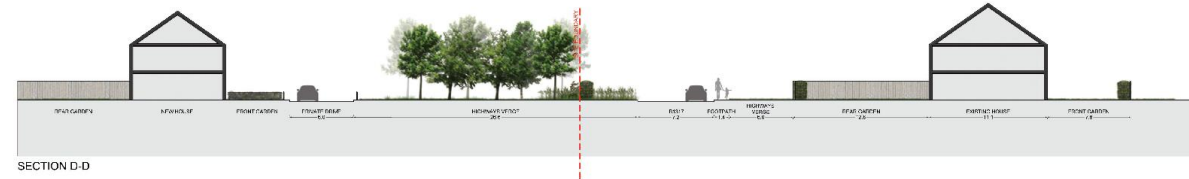
The cross sections on the following pages illustrate an indicative detailed design of edges and buffer areas at key locations.

A – A South West Corner, B – B South West Corner, C – C Killingworth Lane B1317

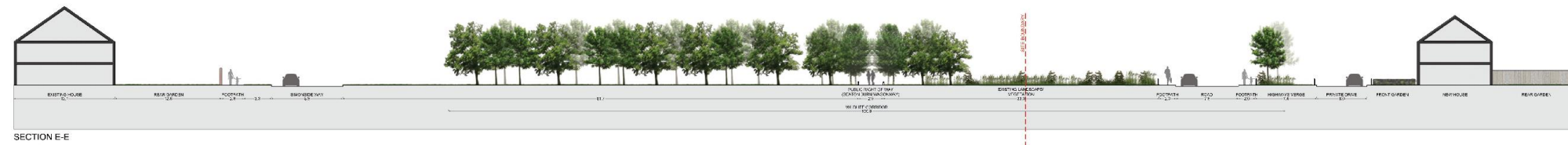


KEY PLAN (NTS)

D-D Killingworth Lane B1317, To the rear of E-E North of Simonside Way, F-F Seaton Burn Wagonway

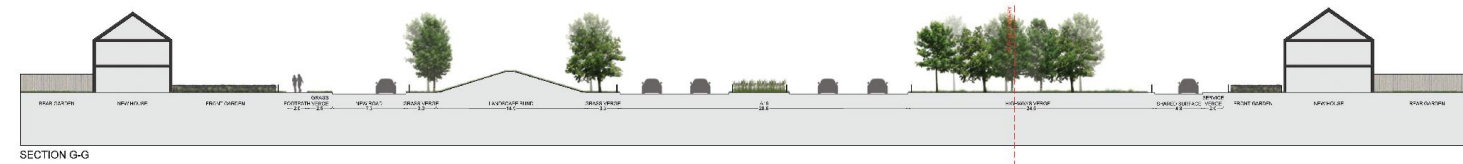


KEY PLAN (NTS)

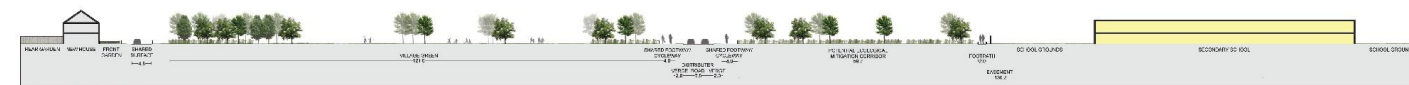


G-G A19, H-H Community Hub, J-J Killingworth Way

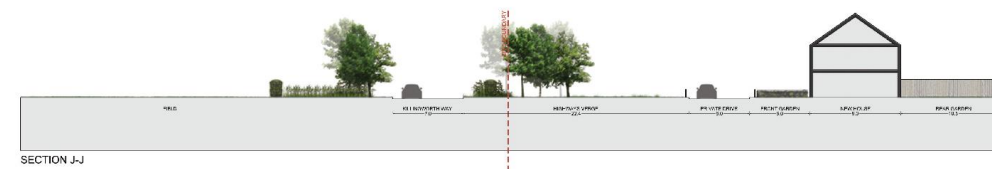
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SECTION G-G



SECTION H-H @1:500



SECTION J-J



KEY PLAN (NTS)

8.6 Open Spaces and SUDs

The presence and accessibility to open space will be the predominant characteristic of the site as a whole. A range of open spaces will be landscaped and designed as communal open space, wildlife corridors, parkland, SUDs and areas containing planting and trees. This will encompass a strong network of recreational routes connecting open spaces within the site, and promoting links to the wider countryside and other key areas of open space elsewhere in North Tyneside, such as Silverlink Biodiversity Park. All accessible open spaces should generally have clearly defined role to maximise its use and help provide a sense of place at Killingworth Moor and the potential of such spaces to contribute to the health and wellbeing of existing and new residents.

8.6.1 Amenity Green Space

The key areas of amenity green space are in the Community Hub Park, Palmersville open break and the area around The Holy Stone. Other smaller areas of amenity green space are spread throughout the site. These areas should be located in areas nearest to housing which allow them to be more accessible while also being further away from areas which are designed for biodiversity. In these areas the design should:

- Provide opportunities for informal play
- Have good pedestrian connections
- Incorporate waste bins and seating

8.6.2 Feature Green Spaces

Each character area should include feature green spaces. These do not need to be large areas but should be designed to create focal points within the development and each with a distinct character to create a sense of place and assist with legibility. In these areas the design should:

- Use landscaping to provide distinct characters and aid legibility. For example tree species could be focussed into clusters of single species for each feature green space such as limes planted entirely in one area and oaks planted in another.
- Boundary treatments designed to frame the spaces.

8.6.3 SUDs

Within areas of open space, SUDs will be used to hold and restrict the discharge of water. The SUDs system should be designed with a variety of features such as basins, wetland with reed and other aquatic vegetation cover, swales and new open ditches to act as water conduits.

SUDs should utilise existing low points which are susceptible to ponding and other SUDs should be created in new areas to provide catchment from adjacent development areas. SUDs should form an integrated part of the site's landscape strategy and follow the design principles below:

- Designed to be attractive and to enhance biodiversity and the natural environment.
- SUDs Ponds should be designed in such a way that prevents them from becoming a bird attracting feature. There is a general presumption against the creation of open

water bodies within 13 km of Newcastle Airport. Any permanent open water bodies associated with the scheme should be fully covered. This would take the form of reed beds and netting, with the netting proposed as a temporary measure until the reed beds become established.

- Detention basins are encouraged which will be used to attenuate the peak flow from a rainfall event. These are open, areas of grass that will normally be dry, except after major storm events. In heavy rainfall they will be used to store water for a short time. These areas can be multifunctional, designed to be used as general open space for leisure and recreation throughout most of the year.
- The existing pattern of ditches on the site should be widened where necessary and having regard to the drainage strategy. These will have a dual role in connecting water bodies and creating wildlife links

8.6.4 Wildlife Areas

Sufficient provision must be made on site for the creation of biodiversity value to ensure a rich and diverse range of habitat and species. Such areas will be specifically designed and in some instances will have limited public access. In these areas the design should:

- Planting should include an appropriate mixture of diverse wildflower grassland, native woodland, scrub planting, native trees, woodland edge planting and wetland marginal planting.
- Enhance the connectivity and functionality of designated wildlife corridors and green links.
- Improve habitat opportunities for wildlife including Local Biodiversity Action Plan species.
- Several areas around the site will be multifunctional for the community and wildlife and biodiversity. One such area is the Seaton Burn wagonway. In this area it will be important to adequately light spaces but in a way that does not negatively affect wildlife. Low level solar powered lighting is an appropriate example. Along Seaton Burn Wagonway, a landscape buffer of approximately 50 metres is expected to each side, along the entire length.

8.6.5 Landscape Setting

To improve the landscape setting of character areas across the site, the following design principles should be followed:

- Retain and protect existing tree groups, copses and field boundaries. These features should be considered as opportunities for movement corridors and green links for residents, wildlife and water. For example, potential to incorporate swales/ ditches to link to wider SUDs areas.
- Appropriate landscaping to be provided within front gardens, including hedges and shrubs. Provision of some back garden trees to be considered, consider fruiting trees.
- Enhance retained landscape features to create strong frontages and enhance route ways.
- Set back development behind green verges and tree planting where appropriate to create an attractive street scene.

8.6.6 Play Areas

The site should include a mixture of informal play areas and 2 equipped areas for play. The locations of the play sites are shown on the Masterplan Layout. The detailed design of the play areas should be developed in liaison with North Tyneside Council to ensure an appropriate range of play experiences. Equipped areas of play should be designed to address the key principles below:

- Appropriately located and laid out with safe surfacing and boundary fencing.
- Be in visually prominent positions within the development.
- Be located so that a play space can be reached within reasonable walking distance of the identified catchment area.
- Provide a range of play equipment suitable for children of different ages.

8.6.7 Allotments

Allotments will be located at 2 different areas locations around Killingworth Moor, providing walkable access for residents throughout all the development. The locations of the allotments are shown on the Masterplan layout. The detailed design of the allotments will be developed in liaison with North Tyneside Council, however in general allotments should be designed in accordance with the good allotment standard which includes:

- Good site access
- Good security
- Well-maintained paths
- Adequate water provision

To ensure that allotments sit comfortably within the landscape, hedges should be planted to edges of all allotment sites. These should be of a sufficient depth and height to avoid boundary fences being a dominant feature.

9. DELIVERY

9.1 Securing Comprehensive Delivery

This Masterplan seeks to provide a framework upon which the Killingworth Moor site can be delivered in full with appropriate delivery of infrastructure at the right time to address the impacts of growth. Crucial to this is recognising the requirement and expectation of co-operation between landowners and recognition that the overall suitability of delivery at any part of the site is dependent upon securing an appropriate share of the full infrastructure requirements of the site as a whole, based upon an approximate capacity of 2,000 homes, employment land and other facilities. To facilitate this, an indicative phasing plan and infrastructure delivery schedule have been developed. This guidance provides an outline and understanding of what infrastructure requirements might arise with each phase of development and will require specific detailed consideration as part of future planning applications.

Due to the site wide shared infrastructure, the Council's preferred approach is for an outline planning application to be submitted for the whole development. However, due to the site being in multiple land ownerships, it is recognised that separate planning applications may come forward for different areas.

In order to avoid the piecemeal and poorly integrated development of the site, applicants are expected to demonstrate how the proposed development would contribute to the vision and development objectives for the site. In addition, applicants will be expected to demonstrate how the development would not prejudice the overall proposals and objectives of the Masterplan. Applicants should use their Design and Access Statement and Planning Statements to not only demonstrate how they have incorporated high standards of design but also to explain how the proposed development would fit together with, and help deliver, the wider masterplan, including necessary infrastructure. Any application will need to be in line with a Comprehensive Drainage Strategy and Landscape Masterplan for the whole site

The Council will expect planning applications for individual phases/parcels of land to demonstrate how their proposals would be integrated with the wider site. Proposals will be required to demonstrate how they will provide vehicular access to the individual sites and provide detailed layouts of all other necessary highway infrastructure and pedestrian/cycle. Other design considerations will also need to be demonstrated, such as how the application would enable the provision will contribute towards the Masterplan street hierarchy plan, would need to be demonstrated. This could be achieved through the submission of a Layout Plan, which provides detailed parcel design work and demonstrates how the design principles of the design code will be met within the planning application red line boundary.

The Council will seek to ensure that any parts of the site reliant on access over third party land are unlocked for development. In determining applications, the Council will need to be satisfied that development of individual parcels will not sterilise or frustrate delivery of other parts of the site. Conditions and legal agreements may be used to ensure specific actions are taken to ensure the delivery of the whole site.

9.2 Housing Distribution

The approach to the distribution of housing numbers across the site needs to be carefully considered to ensure Policy S4.4 (b) is complied with. An indication of the delivery of the housing across the site is provided below:

- Phase 1: Approximately 842 houses
- Phase 2: Approximately 774 houses
- Phase 3: Approximately 384 houses

A site wide density range parameter plan that demonstrates approximately 2000 houses across the site, will be submitted and agreed (either as part of an overarching EIA or planning application) which demonstrates how the application conforms to Policy S4.4 (b).

Subsequent applications will need to demonstrate conformity with this housing distribution plan. Any variations from the above will need to be robustly explained and justified. The implementation of this will ensure that the Council maintain control over the site in order to ensure the comprehensive development of the site.

9.3 Indicative Phasing Plan

The phasing will see the development delivered across 3 approximate phases over a 15 year period as indicated on the plan below, with the necessary infrastructure delivered in general accordance with the Infrastructure Delivery Schedule.

The phasing of the development will be crucial for co-ordinating and ensuring the success of the sites. The Proposed Phasing Plan takes into account the need for infrastructure to be provided in a timely manner. It also reflects the need to support the development of communities and to avoid, as far as possible, the creation of pockets of development that are isolated from existing or proposed services and facilities.

The phasing plan allows for development occurring from multiple outlets simultaneously. The indicative sequence of phasing is shown in the phasing plan – phases will run concurrently and some may overlap depending on specific developer's programmes. This approach will ensure a measured and steady delivery of housing in line with the Council's annual housing target.

As this development is expected to take place over 15 years, it is acknowledged that it is difficult to accurately plan how the development will come forward. The Phasing Plan should therefore be regarded as indicative and will be applied with a degree of flexibility to enable the development to respond to changing circumstances over time. The Council's overriding consideration for delivery of specific parcels of land will be to ensure that the infrastructure necessary to support those homes is in place or will be delivered and the overarching principles set out in this Masterplan are achieved.

Indicative Phasing Plan



9.4 Infrastructure Delivery Schedule

The infrastructure delivery schedule is based upon the identified character areas across the site and the broad phasing plan in order to determine the likely timescales for the delivery of key infrastructure projects on the site. Within the Masterplan there are 3 phases of development.

- Phase 1 will begin in from 2018/19 – 2023.
- Phase 2 will commence towards the end of the phase 1 build out (likely to be in the period from 2023 – 2027).
- Phase 3 will follow phase 2 and continue to 2031.

As applications come forward there will be more detailed phasing plans. Trigger points will be established during the planning application process to ensure that associated infrastructure is provided in tandem. The trigger points may be calendar dates or development-based triggers such as number of units occupied.

In delivering the sites required infrastructure, no one development area should compromise the delivery of another part of the site.

The infrastructure delivery schedule below only relates to onsite infrastructure. Planning Contributions and Section 278 agreements will be required for off-site works which will be secured through the planning application process.

Character Area 1: South West Edge	
Infrastructure	Delivery
SUDs	Phase 1
Bus-permeable residential street from the B1317 to the new link road. Pedestrian and cycle route along the existing east/west PROW and secondary pedestrian and cycle routes through the green space to the south	Phase 1
Associated natural and semi natural open space	Phase 1

Character area 2: Palmersville Gateway	
Infrastructure	Delivery
Link Road from A1056 to B1505. The link road will also include the principle	Phase 1

pedestrian and cycleway (k1)	
Including forest gate junction improvements	
Bus Service along Link Road from A1056 to B1505	Phase 1

Character area 3: Community Hub	
Infrastructure	Delivery
Primary school	Early Phase 2 – after the completion of 851 Units. The school will require a 4 year programme in terms of planning, commissioning, construction and opening which should be planned into timescales.
Secondary School	Phase 2. The school will require a 4 year programme in terms of planning, commissioning, construction and opening which should be planned into timescales.
Local Centre – delivery of approximately 500 sqm of convenience retail space.	Phase 2
Equipped areas for play – Requirement for a Neighbourhood or Strategic Equipped Area for Play (between 1,000sqm to 11,600sqm) within the north-central part of the site	Phase 2
Branch GP surgery	TBC
Local area of open space	Phase 2
Improvements to existing farm road to Holystone Roundabout / A191 corridor (K3, K11)	Phase 3
Relevant section of Link Road identified on phasing plan	Phase 2

Character area 4: Metro Edge	
Infrastructure	Delivery
Potential Metro Station	Phase 2/3
Secondary pedestrian and cycle route (K5)	Phase 2/3
Secondary distributor route linking Backworth Park to the link road which then links to the wider area.	Phase 1/2/3
Bus service	Phase 1/2/3
Improvements to existing farm road to Holystone Roundabout / A191 corridor (K11)	Phase 2/3
Pedestrian and cycle route linking proposed Metro station with principle pedestrian and cycle route (K12)	Phase 2/3
40 Allotments to the north of Forest Gate	Phase 1/2

Character area 5: Commercial Quarter	
Infrastructure	Delivery
Strategic landscape enhancements along wildlife corridor	Phase 3
Bus service	Phase 3
Secondary pedestrian and cycle route (K8)	Phase 3
Secondary distributor route including an underpass, connecting the Killingworth Moor site with the A186 for taking site traffic and potential secondary education trips away from the primary Holystone A19 / A191 roundabout junction.	Phase 3
K9 Diversion of National Cycle Network	Phase 3

Route 10 (Reivers Route) following existing waggonway through the site to A19 underpass.	
Natural and semi natural open space	Phase 3

Character area 6: Western Gateway	
Infrastructure	Delivery
Improvements to existing farm road to Holystone Roundabout / A191 corridor (K3)	Phase 2
Strategic landscape enhancements along wildlife corridor	Phase 1
K4,5, 6, 7 Pedestrian and cycle route linking to Killingworth Centre and Killingworth South / Forest Hall.	Phase 1
Relevant section of Link Road identified on phasing plan	Phase 2

Character area 7: Northern Gateway	
Infrastructure	Delivery
Pedestrian and cycle route to Killingworth Centre / George Stephenson High School (K2)	Phase 1
Strategic landscape enhancements along wildlife corridor	Phase 1
Link Road from A1056 to B1505 (Including Killingworth interchange works). The link road will also include the principle pedestrian and cycleway (k1).	Phase 1 and 2
Bus Service along Link Road from A1056 to B1505	Phase 1
Natural and semi natural open space	Phase 1

Character area 8: Backworth Bridge	
Infrastructure	Delivery
35 Allotments	Phase 3
2 SUDs ponds	Phase 1
Local Equipped Area for Play (of 600sqm to 800sqm)	Phase 2
Secondary access point will exist where the primary north-south route intersects with the B1317, providing a further alternative route across the A19.	Phase 2
Provide link for pedestrians and cyclists from Killingworth over the A19 to Backworth Village connecting with existing infrastructure to Seghill and Northumberland to the north (EX16)	Phase 1
Natural and semi natural open space	Phase 1
Relevant section of Link Road identified on phasing plan	Phase 1

9.5 Developer Contributions

A Site Specific Infrastructure Delivery Plan (IDP) has been produced to co-ordinate the delivery of the infrastructure which is necessary to support the development on Killingworth Moor. The IDP draws upon the evidence base prepared to support the preparation of the Masterplan. The IDP can viewed on the Council's Website under [Site Specific Evidence](#). The infrastructure requirements for the site are set out in section 6 in this document.

A further Engagement exercise is currently being undertaken with the Council's Service areas to determine the detailed requirements and associated financial contributions. The contributions are subject to change through this process. North Tyneside currently meets the infrastructure needs from new development on an application by application basis and has adopted a guidance document on planning obligations (LDD8). The Community Infrastructure Levy (CIL) is currently being progressed and may be used to secure appropriate infrastructure.

9.6 Community Engagement

As part of the Masterplan preparation, a four week public Engagement was undertaken from the 23rd October – 20th November 2017. This engagement has supported development of a Masterplan scheme that reflects the wishes and aspirations of all key stakeholders.

An Engagement Statement has been produced that out a summary of the main issues raised by representations and how they will be addressed. The detailed planning application(s) will include further public engagement to address matters not previously informed by engagement on the Masterplan; however each application will be in conformity with the agreed Masterplan.

9.5 Validation Checklist for Planning Application

The information below sets out the requirements of information necessary to validate a planning application for the site. This is applicable to an outline, hybrid and full planning application. This information should be considered a guide only. Further information may be requested to support a planning application.

Completed planning application form	Yes
Location plan	Yes
Site Plan	Yes
Completed Ownership Certificate (A, B, C, D)	Yes
Completed Agricultural Holdings Certificate	Yes
Appropriate fee	Yes
Design and Access Statement*1	Yes
Application Plans	Yes
Affordable Housing Statement	Yes
Air Quality Assessment	Yes
Archaeological Assessments: This should include archaeological fieldwork, geophysical survey, evaluation trial trenching and topographical data	Yes
Coal Mining Risk and Mineral Safeguarding Assessment *2	Yes
Ecological Survey Assessment and Mitigation Report & Protected Species Survey	Yes
Flood Risk and Drainage Assessment*3	Yes
Heritage Statement	Yes
Land Contamination Assessment	Yes
Landscaping Details*4	Yes
Marketing Information	No
Noise Assessment	Yes
Open Space Assessment	Yes

Planning Obligations – Draft Head of Terms	Yes
Planning Statement	Yes
Statement of Community Involvement*5	Yes
Structural Survey	No
Sustainability Statement	Yes
Telecommunications Development	No
Town Centre Use Assessment	No
Transport Assessments & Statements, Travel Plans, Parking and Highways	Yes
Tree Survey and/or Statement of Arboricultural Implications of Development	Yes
Ventilation / Extraction Details	No
Daylight/sunlight/Microclimate study	No

*1 The Design and Access Statement should identify and describe how buffer areas and edges of the site have been sensitively designed and respond to design principles in the Masterplan Guidance.

* 2 Coal Mining Risk should be informed by intrusive site investigations to locate the mine entries and establish any necessary no build zones around these features, in order that this information can inform any layout proposed.

*3 Applications should demonstrate how they fit in with the Comprehensive Drainage Strategy for the whole site.

*4 Applications should demonstrate how they fit in with the a Landscape Masterplan for the whole site. This should include details on planting to be retained, new planting and green spaces, soft landscaping, boundary treatments, footpath/cycleway enhancement/creation and surface water drainage infrastructure (including SUDs).

*5 Planning applications should demonstrate how the community have been engaged and consulted, and, how this has informed proposals. It is recommended that substantive matters not previously subject to engagement with the community, for example as part of the preparation of this Masterplan, should be published for engagement with the community.

Environmental Impact Assessment

Under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, the development proposed for at Killingworth Moor will require an Environmental Impact Assessment. If EIA is required, the Environmental Statement should be submitted along with the formal planning application.

9.6 Monitoring and Review

The proposed development of Killingworth Moor is expected to take place over a long period of time. It is important that as development The effective implementation of the Masterplan within the plan period will be monitored and reviewed. The monitoring will include the following criteria:

- Planning applications
- Housing delivery
- Infrastructure delivery and requirements
- Phasing
- Section 106 contributions
- Review any changing social and economic needs of North Tyneside which may affect the Masterplan.

Changes may be made to the approved Masterplan to reflect the results of the monitoring. The monitoring will be reported every 12 months. The report will identify where targets are being met and identify potential changes to the Masterplan where targets or infrastructure projects are not being met. The monitoring report will be made available to the public and will be available to view on the Council's website.

Appendix 1: Masterplan Supporting Surveys

- Strategic Concept Framework Plan, Pick Everard, 2015
- Killingworth Moor Outline Development Framework, July 2016, ARUP
- Public Transport Demand Scoping Study, May 2016, Capita
- North Tyneside Council Local Plan – Public Transport Demand Scoping Study, Capita, May 2016
- Killingworth Moor – Project Viability and Delivery Report, North Tyneside Council, June 2016.
- Killingworth Moor Constraints and Topology, North Tyneside Council, 2015
- Killingworth Moor Heritage Statement, Capita, July 2015
- Killingworth Moor Retail Requirements Assessment, Capita, North Tyneside Council, 2015
- Killingworth Moor, Archaeological Desk-based Assessment, Durham University Archaeological Services, August 2015
- Killingworth Moor Phase 1 Geo Environmental Desk Study, Capita, July 2015
- Killingworth Moor Agricultural Land Classification, Soil Environmental Services, July 2015
- Killingworth Moor Open Space Assessment, Capita, July 2015,
- Killingworth Moor Phase 1 Geo-Environmental Desk Study, Capita, July 2015
- Killingworth Moor Broad Scale Flood Risk Assessment and Drainage Strategy, Capita, August 2015
- Killingworth Moor Masterplan Delivery Document, Bilfinger GVA, 2015
- North East Design Review Panel Report, Design_North East, September 2016
- Killingworth Moor Extended Phase 1 Habitat Survey, BSG Ecology, 2015
- Killingworth Moor Breeding and Wintering Bird Surveys, BSG Ecology, 2015
- Killingworth Moor Preliminary Flood Risk Assessment and Drainage Strategy Review, Wardell Armstrong, 2015
- Landscape And Visual Impact Assessment, Southern Green, November 2015,
- Noise Assessment, prepared by Noise and Vibration Associates, 2015
- Employment Marketing Assessment, Bilfinger GVA, 2015
- A19 Underpass Options Report, Fairhurst, 2015
- Highways Appraisal, White Young Green, 2015
- North Tyneside Local Plan 2015 Examination in Public Matter 4 – Housing Land Supply and Delivery, Response on behalf of the Killingworth Moor Consortium, Bilfinger and GVA, October 2016
- North Tyneside Local Plan, Strategic Sites, Pedestrian / Cycling Study, May 2016, Capita
- North Tyneside Local Plan, Murton Gap and Killingworth Moor, Site Specific Infrastructure Delivery Plan, June 2016, Capita
- Arboricultural Tree Survey, All About Trees, August 2017
- Phase 1 Geo-Environmental Desk Study, November 2017, Wardell Armstrong

Murton Gap Masterplan

December 2017



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1. INTRODUCTION

1.1 Murton Gap Strategic Site

The Local Plan for North Tyneside sets out the next phase of growth within the Borough and will see the delivery of at least 16,500 new homes up to 2032. A key component of this growth will be the development of the two Strategic Allocations; Murton Gap and Killingworth Moor.

Murton Gap is included as a Strategic Allocation in the North Tyneside Local Plan to deliver approximately 3,000 homes together with education facilities, local services, green infrastructure and amenity space. The site is 240 hectares and is located in the middle of several existing residential areas; the communities to the east of the site include Monkseaton, with South Wellfield to the north east, Shiremoor to the west, New York village to the south and Preston Grange to the south east. At the centre of the site is Murton village. The village is accessed via Murton Lane from the A191 to the south of the site. The Metro line forms a boundary for part of the site to the north. The site is mainly comprised of agricultural land, with former farm buildings to the east and south of the site. A number of public footpaths are also present within the site boundaries.

Site Boundary



Murton Gap site boundary is shown on the plan in red as defined by the Local Plan. An additional area of land is shown in blue to the north which is required to deliver a link road between the A191 and Earsdon.

1.2 Purpose and Status of the Masterplan

The purpose of this Masterplan is to set out the vision for the development of Murton Gap and provide a framework for ensuring the delivery of the vision. This Masterplan demonstrates the Council and Murton Gap Development Consortia's joint commitment to the creation of high quality sustainable neighbourhoods. The Masterplan will ensure that development is brought forward in a co-ordinated manner that enables an early delivery of housing development on Murton Gap to meet the identified needs of the Borough whilst ensuring the provision of additional infrastructure and protection of the quality of life and amenity of all residents.

The Masterplan has been considered in collaboration between the Council and Murton Gap Development Consortium. The Masterplan has been prepared with engagement with existing communities, residents and businesses affected by proposals for development of this site. The Masterplan, as agreed by North Tyneside Cabinet is a material consideration in the planning application process. A planning application for all or any part of the Murton Gap strategic allocation will need to demonstrate that it meets the requirements of the Masterplan to ensure consistency and delivery of the key policy and design objectives for Murton Gap.

1.3 Partnership Working

The Masterplan has been prepared by Capita North Tyneside in collaboration with North Tyneside Council and the Development Consortia for Murton Gap which includes:

- Persimmon Homes
- Bellway Homes
- The Northumberland Estates

The Developer Consortia has had support from specialist technical consultants including Barton Willmore and Pod architects. Advice and guidance has also been provided by ATLAS (Advisory Team for Large Applications) which is part of the Homes & Communities Agency.

1.4 Development of the Masterplan

Through regular meetings, the Developer Consortia and the Council have developed the core principles for the Masterplan. These have regard to the Concept Plan for the site that forms part of the Local Plan Policies Map. The Masterplan has been developed in accordance with the policy requirements of the Local Plan and the requirement to ensure a comprehensive approach is adopted towards the development of the strategic sites.

A draft Masterplan was presented to the North East Design Review Panel in October 2016 to review and discuss the key design principles for the Masterplan. The presentation was prepared and presented by Pod architects on behalf of the Developer Consortia.

Key stakeholders such as the Highways Agency, Nexus, the Environment Agency and departments of the Council were also consulted throughout development of the Local Plan and preparation of this Masterplan. This has ensured that all parties were given the opportunity shape the proposals and ensure the Masterplan responds to the impacts of development upon the sustainability of the Borough and its infrastructure.

There has been an ongoing process of wider engagement with the local community through the preparation of the Local Plan which has been taken into account in the preparation of the Masterplan.

As part of the Masterplan preparation, a four week public Engagement was undertaken from the 23rd October – 20th November 2017. This has assisted in providing a scheme which, as far as possible, reflects the wishes and aspirations of all key stakeholders. A separate Engagement Statement has been prepared which details the key issues and responses.

1.5 Supporting Information

The Masterplan has been developed on an evidence base of technical and supporting studies. This includes a core of development framework documents that have been prepared and evolved since 2015 and will provide, alongside the completed Masterplan, the key evidence and policy framework for the delivery of the Murton Gap Strategic Allocation:

- Strategic Concept Framework Plan (Pick Everard, 2015)
- Killingworth Moor and Murton Gap Outline Development Framework (Arup, June 2016)
- North Tyneside Local Plan Pre-Submission Draft (November 2015)
- North Tyneside Local Plan evidence based and supporting documents
- Murton Gap Developer Consortium representations and Delivery document (2015)

A complete list of evidence base documents is included at Appendix 1.

2. VISION AND OBJECTIVES

2.1 Vision

The development of Murton Gap will deliver approximately 3,000 new homes in a way that contributes towards the quality of the environment and sense of identity in North Tyneside. The site will consist of a number of connected character areas which will link into existing communities adjacent to the site and surround a Parkland that protects the character of Murton village and provides valuable habitat for wildlife and recreation. Together, the character areas will form walkable, connected neighbourhoods, within a green, natural environment. The site will fully link into existing networks of streets, footpaths and cycleways and support sustainable travel whilst ensuring enhancements to the road network to address traffic issues and safeguard air quality. New social infrastructure including a primary school and local centre will create a vibrant and sustainable community within North Tyneside which is a desirable place to live, work and learn.

2.2 Objectives

The identified objectives reflect the key issues to be addressed in order to achieve the vision. Murton Gap will:

- a. Consist of a series of well-connected character areas, experiences and environments. Each character area will have its own identity and character and form an overall coherent and distinctive community that compliments established settlements.
- b. Be developed around existing vistas, landscape and heritage assets to protect and enhance positive features. New areas of open space will form an integrated network of green infrastructure to ensure the delivery of a healthy natural environment benefiting communities, wildlife and biodiversity.
- c. Benefit from strong landscape features and green corridors that will permeate the site and connect the existing and future communities to the countryside, whilst maintaining a rural heart around Murton village and ensuring that the development does not result in continuous urban development between Shiremoor in the west and Monkseaton in the east. Existing

boundaries will be reinforced with landscaping, providing privacy to existing residents as well as creating opportunities for attractive pedestrian routes and wildlife corridors.

- d. There will be a mixture of housing tenures, types and sizes reflecting the diverse needs of North Tyneside’s growing and aging population; including a mix of affordable housing, possible specialist needs housing and consideration given to executive housing and the opportunity of providing self-build plots.
- e. A new link road will connect the A191 to Earsdon which will comfortably accommodate cars, buses and bicycles and be capable of servicing the site and providing a new strategic link within North Tyneside’s road network. There will be a distinct arrival point from the A191 to the south whilst the connection with the A186 Earsdon Road in the north should retain a rural character within its green belt setting. The road should have generous grass verges, landscaping and positive active frontages. To the north of the Metro line the link road should change in character to reflect the rural surroundings.
- f. A clear street hierarchy will connect with the strategic link road and facilitate a permeable layout between each connected village. Gateway features into each parcel of development off the link road and inner loop road will create landmarks to facilitate movement. Each character area will have green spaces, each designed to feel like a village green with seats, grass, planting, walkways and opportunities for informal play.
- g. A new local centre to serve the site will provide a range of locally accessible convenience goods. This area will be a natural focus for higher density development.
- h. A potential new Metro Station will be located next to the Local Centre and be supported by sufficient parking.
- i. A new Primary School will be constructed in an appropriately accessible area of the site, in agreement with the Local Education Authority, to support the new community.
- j. Provision of high-quality community facilities and services (such as allotments and play sites) to meet identified needs. These will be located in accessible areas around the site and delivered in line with the development phasing plan.
- k. The layout will create an effective and efficient local transport and highway network which promotes sustainable modes of transport and ensures the opportunity to deliver a new Metro Station is included.
- l. Sustainable drainage will form an integrated part of the landscape created on the site to ensure that draining and flood risk issues are fully addressed whilst connecting with and enhancing green infrastructure and wildlife value of the area.

3. PLANNING POLICY

3.1 Site Allocation Background

Prior to the adoption of the Local Plan in July 2007, Murton Gap was identified as safeguarded land in the Unitary Development Plan (UDP) 2002. The purpose of safeguarded land was to provide a range and choice of development options after the end of the plan period. The UDP was clear that safeguarded land is capable of development when needed.

The Strategic Allocation of Murton Gap was first considered, but not included as a potential site, as part of preparation of the Core Strategy Preferred Options 2010. The North Tyneside Local Plan Engagement Draft 2013 included the strategic allocation as a potential development option. The next Local Plan Engagement Draft was informed by updated evidence of the Borough's Objectively Assessed Need for housing and a revised plan period to 2032. Following consideration of the Borough's potential site options within the 2013 Local Plan Engagement Draft, the strategic allocation was included as a preferred site for residential development. Following this the strategic allocation was included in the Local Plan Pre-submission Draft, November 2015, as submitted to the Secretary of State.

3.2 National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out that the purpose of planning is to help achieve sustainable development. The NPPF states in paragraph 16 that local authorities should “plan positively to support local development”. Furthermore, the planning system should do everything it can to “support sustainable economic growth” (paragraph 19) and that Local Plans should be “aspirational but realistic” (paragraph 154).

The Government's key planning objective is to deliver new sustainable development. This includes:

- Making it easier for jobs to be created in cities, towns and villages
- Improving the conditions in which people live, work, travel and spend leisure time
- Increasing the supply and choice of homes

At the heart of the NPPF is the presumption in favour of sustainable development which requires Local Plans to be positively prepared and identify sufficient land to meet development needs, to:

- Secure economic growth to build a strong, competitive economy
- Prepare an aspirational but realistic Local Plan
- Ensure the vitality of town centres, creating a diverse retail offer and providing consumer choice
- Significantly boosting the supply of new homes, and providing the size, type, tenure and range of housing which local communities need
- Conserve and enhance the natural environment
- Promoting healthy, inclusive communities by taking an integrated approach to the provision of jobs, homes and community facilities

The NPPF looks to ensure that developments function well and add to the overall quality of the area. It also seeks to optimise the potential of a site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks.

Murton Gap is located in a sustainable location, in relation to the existing infrastructure, services and amenities. The development of Murton Gap will contribute towards sustainable development through proactively driving and supporting sustainable economic development.

3.3 National Planning Practice Guidance

The National Planning Practice Guidance (NPPG) provides further context to the NPPF. The NPPG contains various guidance of relevance to the registration, processing and consideration of planning applications for proposed development. One of the key components of the NPPG is the issue of design, acknowledging that good quality design is an integral part of sustainable development. It establishes that: “Good design responds in a practical and creative way to both the function and identity of a place. It puts land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use”.

The NPPG also offers further practical advice in the following areas, of relevance to the proposed development:

- Conserving and enhancing the historic environment
- Flood Risk and Coastal Change
- Health and wellbeing
- Housing and economic development needs assessments
- Housing and economic land availability assessment
- Natural Environment
- Noise
- Open space, sports and recreation facilities, public rights of way and local green spaces
- Travel plans, transport assessments and statements
- Viability
- Water supply, waste water and water quality

3.4 Local Planning Policy

North Tyneside Council submitted its Local Plan to the Secretary of State for examination on 30th June 2016. The Local Plan Examination in Public was undertaken in November and December 2016 and the Plan was adopted in July 2017.

The Local Plan sets out the Council's aspirations for the Borough, including to:

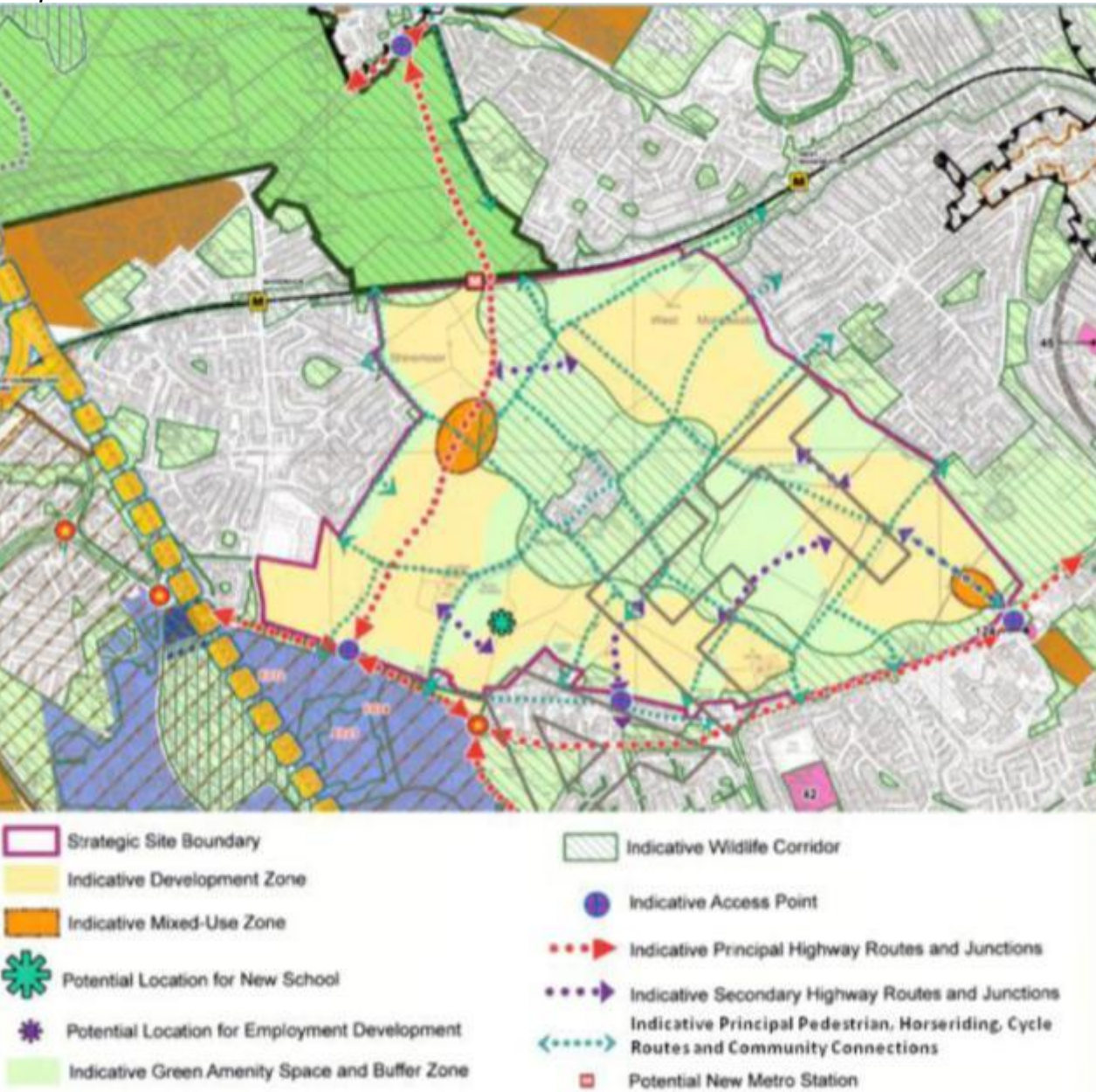
- Diversify, strengthen and grow the local economy, providing excellent job opportunities for all.
- Provide an appropriate range and choice of housing to meet current and future needs.
- Protect and enhance the natural and built environment.

There are two policies in the Local Plan which are directly related to Murton Gap Strategic Site. These policies are summarised below.

Policy S4.4 (a) Murton Strategic Allocation Concept Plan

A Strategic Allocation is identified at Murton (Sites 35 to 41) to secure the delivery of approximately 3,000 homes during the plan period in a mix of housing tenures, types and sizes informed by available evidence of the housing needs of the borough, and convenience retail provision of approximately 1,000 sqm. The key principles for development of the Murton strategic allocation are illustrated on the Policies Map through an indicative concept plan.

Concept Plan



The indicative Concept Plan for North Tyneside adopted as part of the Local Plan sets the core principles that future development at Killingworth Moor should respond to. The approach identified within the Concept Plan provided flexibility for future development of this Masterplan and subsequent planning applications to respond to emerging issues and evidence. In particular the further detailed understanding of the following elements will be established during the development of the detailed Masterplan:

- Highway routes.
- Housing numbers, density gradients or the amount of development within the development zones.
- Actual uses or content of the mixed-use hubs.
- Site specific locations of any uses.
- Locations of specific housing tenures or accommodation.
- Sustainable drainage systems.

S4.4 (c) Applications for Delivery of the Strategic Allocations

Applications for Delivery of the Strategic Allocations states that applications for planning permission will be granted where identified criteria are met. Criteria include consistency with a comprehensive master plan, conformity with the principles of the Concept Plans, phasing and delivery strategy, transport strategy. In addition the criteria include a requirement that a landscape and visual amenity impact assessment is provided identifying key features of note on each site, demonstrating an appropriate design response (e.g. the location, orientation, density of development and landscape/planting treatment). Design quality will be secured through the application and use of appropriate design standards agreed as part of the Masterplans.

The Masterplan must respond to the policy requirements and provide a detailed framework for the subsequent submission of planning application(s) on the site. The indicative Concept Plan provides the key principles which have shaped the design and layout of the Masterplan. Planning applications will need to be consistent with the Masterplan. Other policies in the Local Plan will also be relevant for future planning application(s). All applications will need to set out how they have addressed the policy requirements and Masterplan to ensure that a comprehensive, sustainable and deliverable development comes forward.

Other key policies in the Local Plan are set out below.

Policy DM6.1 *Design of Development states that applications will only be permitted where they demonstrate high and consistent design standards. Designs should be specific to the place, based on a clear analysis of the characteristics of the site, its wider context and the surrounding area.*

Policy DM5.5 *Managing effects on Biodiversity and Geodiversity states that applications should protect the biodiversity and geodiversity value of land, protected and priority species and minimise fragmentation of habitats and wildlife links. They should also maximise*

opportunities for creation, restoration, enhancement, management and connection of natural habitat and incorporate beneficial biodiversity and geodiversity conservation features providing net gains to biodiversity, unless otherwise shown to be inappropriate.

Policy DM5.7 *Wildlife Corridors states that development proposals within a Wildlife Corridor must protect and enhance the quality and connectivity of the Wildlife Corridor. All new developments are required to take account of and incorporate existing wildlife links into their plans at the design stage. Developments should seek to create new links and habitats to reconnect isolated sites and facilitate species movement.*

Policy DM7.4 *New Development and Transport states that the transport requirements of new development must be proportionate to the scale and type of development including how accessible the development is and existing public transport levels. Car and cycling space provision must be in line with standards set out in the Transport and Highways SPD (LDD12). Opportunities for public transport improvements should be identified. New developments in close proximity to public transport facilities will be required to provide a higher density of development to reflect increased opportunities for sustainable travel. On developments considered appropriate, the Council will require charging points to be provided for electric vehicles.*

Policy DM5.9 *Trees, Woodland and Hedgerows states that where it would not degrade other important habitats the Council will support strategies and proposals that protect and enhance the overall condition and extent of trees, woodland and hedgerows in the Borough. Planting schemes included with new development must be accompanied by an appropriate Management Plan agreed with the local planning authority.*

When considering planning applications for development, the Local Plan should be read as a whole and all relevant policy will provide potentially material considerations in their determination. Additional planning policy to those identified above of importance when considering major development schemes such as this include:

DM7.6 Renewable Energy and Low-Carbon Technologies This encourages the local production of energy from renewable and low carbon sources to help to reduce carbon emissions. The Council will also encourage and support community energy schemes that reduce, manage and generate energy to bring benefits to the local community.

The Council is interested in supporting opportunities for renewable energy generation and sustainable construction at the strategic allocations in partnership with the Development Consortia. Such projects would reflect key Council priorities established through the Low Carbon Plan 2016-2027.

DM7.9 New Development and Waste This policy provides the basis for guidance on the nature and approach to designing waste collection facilities into new development.

DM5.12 Development and Flood Risk
DM5.13 Flood Reduction Works
DM5.14 Surface Water Run off
DM5.15 Sustainable Drainage

This collection of policies set the core expectations and framework for the consideration of the impact of development upon flood risk and surface water drainage. An integral part of the policy approach of the Local Plan is to ensure new development does not increase flood risk for existing properties or subject new properties to flood risk.

3.6 Supplementary Planning Documents

The relevant Supplementary Planning Documents (SPDs) are set out below which should be considered as detailed plans develop:

LDD8 Planning Obligations: Sets out the approach to requesting contributions towards infrastructure from developers.

LDD11 Design Quality: Provides guidance on how developments can ensure they are sustainable and achieve a high quality of design in a way that respects the local context.

LDD12 Transport and Highways: Sets out the procedures that the Council follows in order to ensure that the transport implications of new developments are rigorously and consistently assessed and appropriate measures secured. The SPD also sets out parking standards for new developments.

3.7 Community Infrastructure Levy

The Council is currently consulting on the Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule. The strategic sites may be subject to CIL to secure appropriate infrastructure provision.

4. BASELINE SUMMARY

4.1 Site Features

Murton Gap is primarily comprised of agricultural land, with the Murton Village in the middle of the site. Two dwellings are located outside of Murton Village on Murton Lane. The site includes Murton Farm and Rake House farm to the south and Murton Steads farmhouse to the east. These farms now include a mixture of uses such as residential and business units. These buildings are within the Site boundary although they are not part of the development. A substation is located to the south of the site with access from Rake Lane. The site is crossed with a number of footpaths, both historic and newly created, used for leisure and recreation. These are reinforced by hedgerows and drainage ditches.

Masterplan Considerations:

- Incorporate a buffer zone around Murton Village to maintain the character and identity of the Village.

4.2 Site Context

The site is located in the north east part of the Borough between the neighbourhoods of Shiremoor (west) and Monkseaton (east), New York (south) and Earsdon and South Wellfield (north). The site is strategically located off the A19 via the A186, A191 and A192 which border the site to the north, south and east respectively.

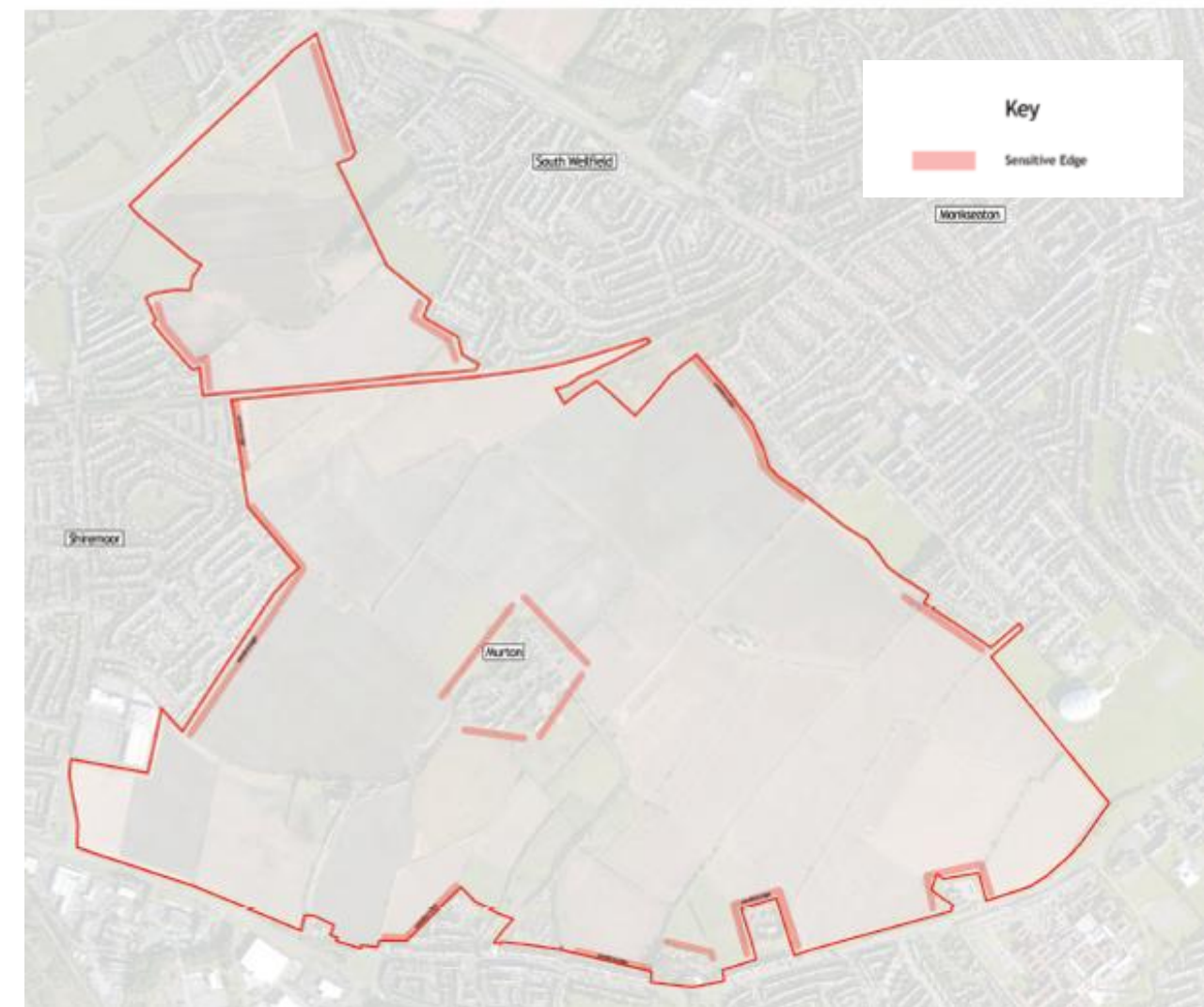
Site Location in North Tyneside



Existing local centres of Northumberland Park and Monkseaton are within a 1 mile radius of the site. The Metro stations of West Monkseaton and Shiremoor are near the site. The site is within walking, cycling and 10 minute driving distance of a number of employment areas including Cobalt Business Park, Silverlink and North Tyneside General Hospital.

The surrounding residential neighbourhoods are mainly low - medium density developments with higher density housing associated with nearby centres such as Monkseaton, and small retail uses on main highway routes. The neighbouring residential properties contain a mixture of orientations but mainly the houses face towards the estate streets with rear gardens as boundaries to the site. The sensitive edges of the site are shown on the plan below.

Sensitive Edges (Pod, 2016)



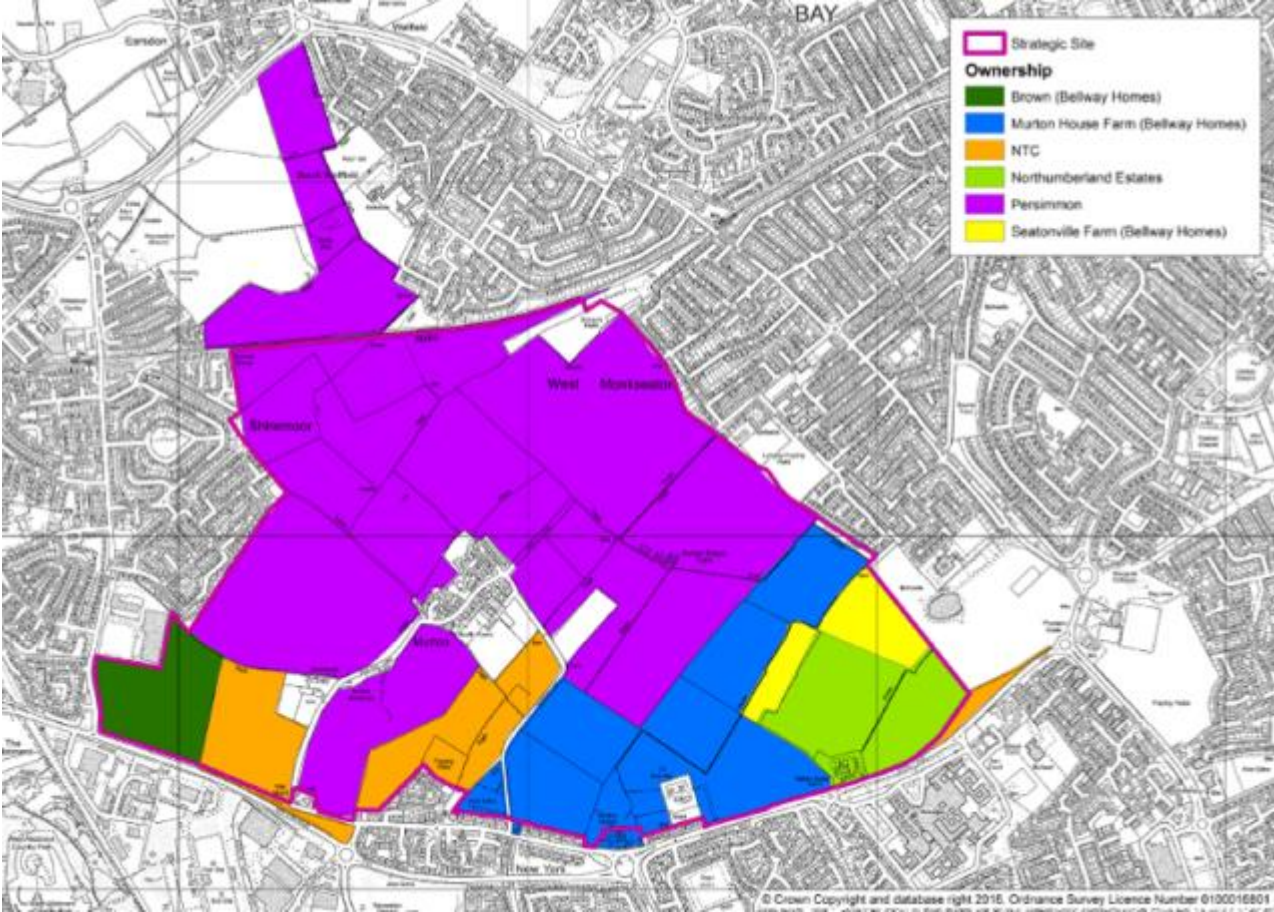
Masterplan Considerations:

- Enable easy access to the surrounding area, including improved access to employment sites, open space and local facilities and services.
- The visual amenity and privacy afforded to existing properties at Murton Village, Monkseaton, Shiremoor and New York must be considered in the placement of new development. This will include the use of landscaped buffers, considered orientation and appropriate separation distances between dwellings.

4.2 Land Interests

The Masterplan area is comprised of multiple land interests divided between Persimmon Homes, Northumberland Estates, North Tyneside Council and Bellway Homes.

Land Interest Plan



4.3 Access and Transport

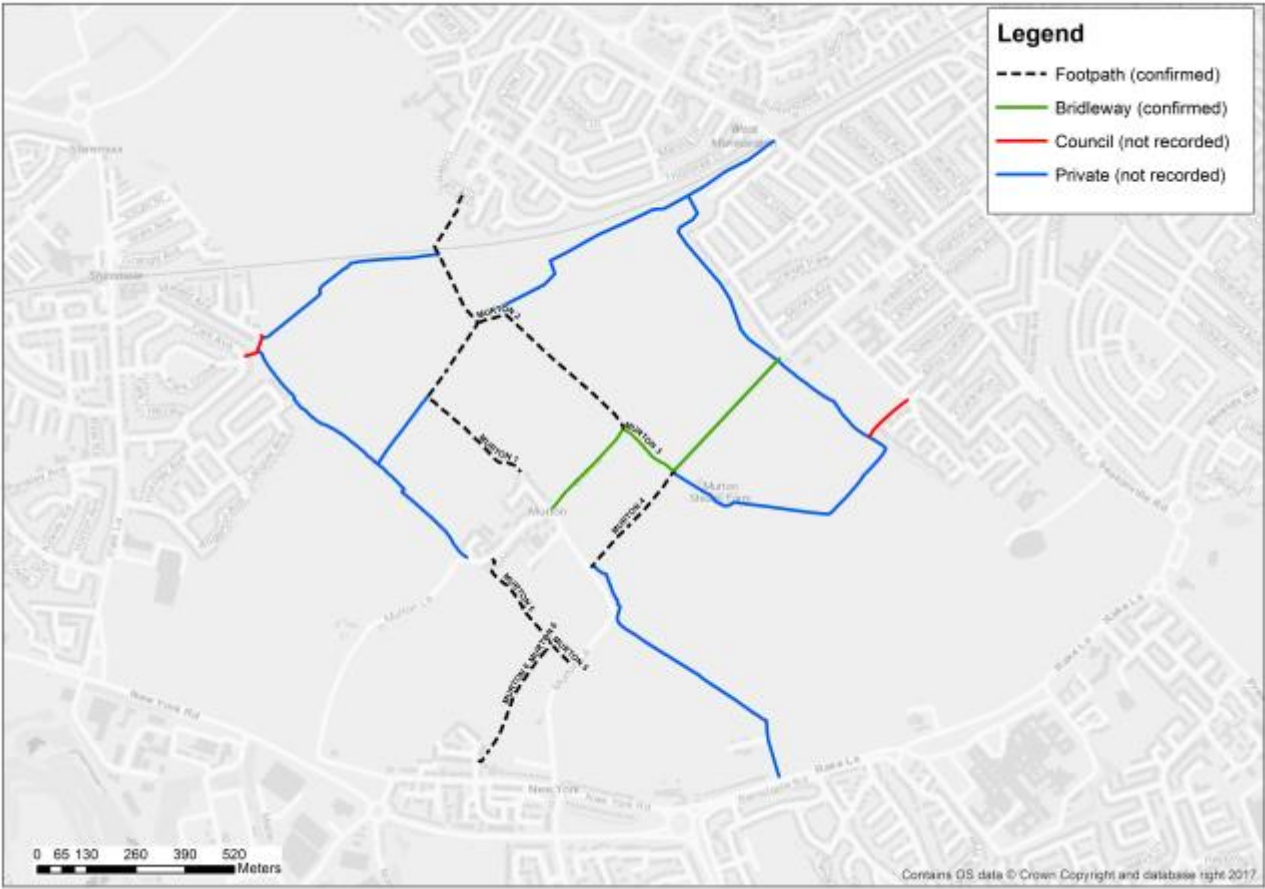
Vehicle Movement

The site is bound by the A191 and Rake Lane to the south; Park Lane to the west; the A186 to the north; and the A192, Earsdon Road and Seatonville Road to the east. Each provides good vehicular links to the immediate locality. Further to this, the A19 to the west of the site, providing regional and national connections. Murton Lane provides a loop from west of New York through Murton Village and returns to the east of New York.

Pedestrian Movement

Access can be gained to the site at various locations around the perimeter. The existing pedestrian and cycling routes on the site are shown on the plan. The Metro line separates the site from green belt land to the north, with a pedestrian only level crossing being the only crossing point linking the site to Wellfield.

Existing pedestrian and cycle routes



Public Transport

The Metro line runs along the northern boundary of the site. Shiremoor and West Monkseaton Stations are both near the site but are difficult to access from the site by foot. Bus services currently operate from Rake Lane; other existing bus services are unlikely to be accessible for all future residents from the site.

Masterplan Considerations:

- Connect existing pedestrian routes, providing new access to and from the site into the wider locality.
- Consider the best points of access and links between the site and the existing road network.
- Mitigation of potential adverse effects of development traffic on the local and strategic road network.
- Additional public transport provision will be required to achieve sustainable travel for the site. Consideration for an optimum route for a bus service through the site should be considered in the Masterplan as well as a location for a potential new Metro Station.

4.4 Local Services and Facilities

Around the site there is a wide range of shops, essential services and leisure opportunities which service the existing residential areas. The site is therefore sustainably located in respect of access to key services and facilities including:

- Cobalt Business Park
- Robin Hood and Wheatsheaf Inn Public House
- Shiremoor Resource Centre (General Practitioner and Community Health Services)
- Shiremoor Community Centre and Library
- West Monkseaton Post Office
- West Allotment Parkland
- North Tyneside General Hospital
- Boundary Mill and Great Outdoor Superstore

The following education facilities are around the site;

- Langley First School, Star of the Sea Roman Catholic Primary School, Valley Gardens Middle School Monkseaton High School are located in Monkseaton to the east of the site.
- Preston Grange Primary School, New York Primary School and St Thomas Moor Roman Catholic Academy are located to the south of the site.
- South Wellfield First School and Wellfield Middle School are located in Wellfield to the north.

Masterplan Considerations:

- Include a Local Centre within the Masterplan to complement existing services around the site.
- Review impacts on education provision on site.
- Consider routes to schools in the Masterplan layout.

4.5 Topography and Landscape Character

Murton Gap generally slopes from a high of 72 metres in the south west corner of the site to a low of 47 metres in its north eastern extent.

Site Contours (Pod, 2016)



The landscape character of the site comprises of a series of agricultural fields, mostly bordered by hedgerows. At the centre of the site is Murton Village. The perimeter edges of the village have mature hedgerows and strong field enclosures, creating a valued sense of rural landscape immediately around Murton Village.

Monkseaton High School is dominant from most parts of the site in terms of its size and form. The majority of views are gained from points of access, roads and rights of way. Key views include:

- Views eastwards across the site from Milfield Avenue, Shiremoor.
- Views westwards across the site from Cauldwell Avenue Monkseaton.
- Site views from Murton Lane and Well Lane.
- Views northwards from Rake Lane including long distance views of Earsdon church.

View from Well Lane towards Monkseaton High School



View from the track leading from Millfield Avenue looking north



Masterplan Considerations:

- In order for development to sit successfully into its wider context, the Masterplan layout should provide appropriate green infrastructure throughout the site.
- Maintain a rural feel along Murton Lane.
- Where possible, hedgerows, tree groups, copses and field boundaries should be integrated into the Masterplan layout.
- Protect long distance views across the site from Rake Lane. There is potential to create a Parkland serving all residents in the wider area, offering a new leisure destination and wildlife corridors.

4.6 Ecology

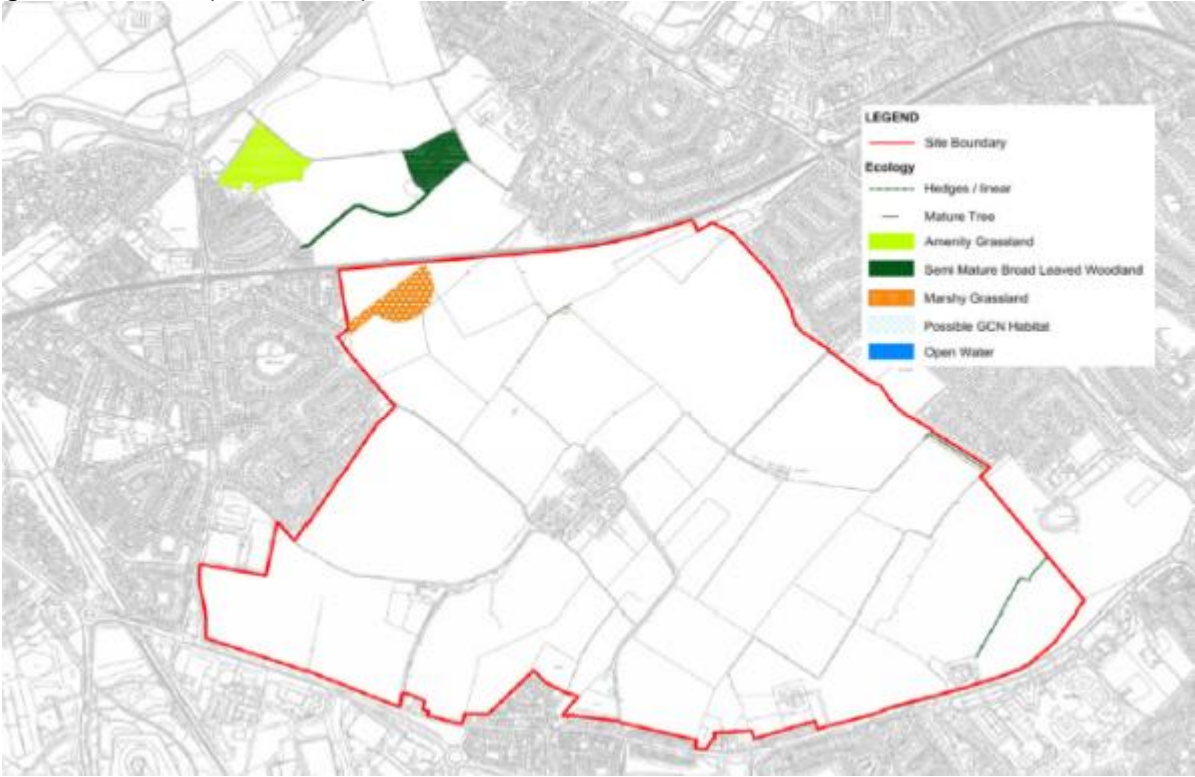
There are four national and internationally designated biodiversity sites that are within 6 km of the site (three Sites of Special Scientific Interest and at the coast one internationally designated Special Protection Area / Ramsar site). Three Local Nature Reserves are within 3 km. There

are six Local Wildlife Sites and seven Sites of Local Conservation Interest located within 2 km of the development.

The main habitats present within the site are arable farmland with some areas of improved or poor semi-improved grassland. The majority of the field boundaries consist of species-poor but mainly intact hedgerows, with some containing occasional standard broadleaved trees. A network of ditches is present across the site although there are no permanent water bodies within the site. Tree cover is generally sparse, with occasional immature to semi-mature broadleaf trees found along the field margins. A small copse of mature trees is also present within the northern section of the site. Species identified using or having potential to use the site includes:

- Breeding birds
- Wintering birds
- Badger habitat
- Potential value to foraging and commuting bats

Ecological Habitats (Pod, 2016)



Masterplan Considerations:

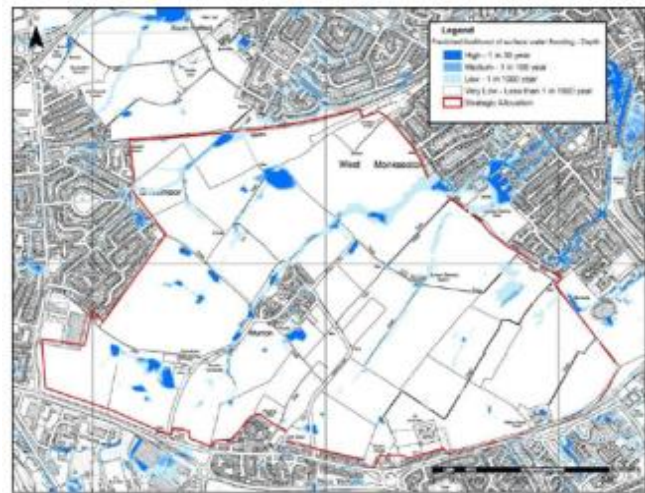
- Explore opportunities to improve habitat value compared to the current agricultural use.
- Maintain and create suitable wildlife corridors running through the site as green corridors.
- Provide areas for onsite and offsite mitigation including an area for ecological mitigation for Golden Plover and farmland birds.
- Have consideration to existing trees to the north when designing the route of the new link road.

4.7 Drainage and Flooding

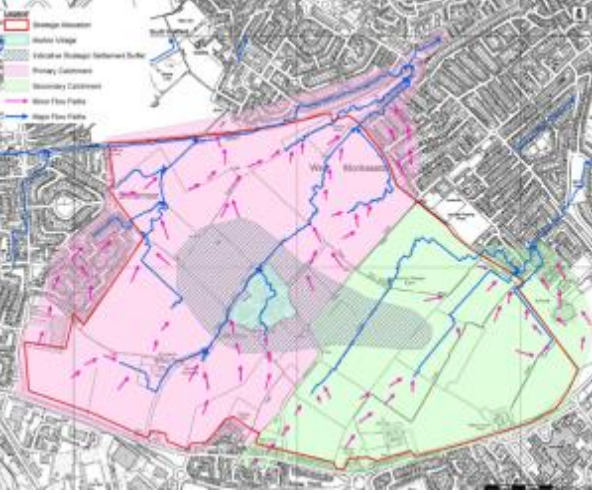
The entire site is within Flood Zone 1 meaning a less than 1 in 1000 year chance of flooding. Murton Gap is considered to be at low risk of fluvial and tidal flooding. There are two main drainage catchment areas on the existing site, with five associated primary drainage flow paths. The most significant flow path traverses the centre of the site. This begins in the south western corner of the site and flows just north of Murton Village where it leaves the site in the north eastern corner of the site at West Monkseaton. There are several areas where surface water ponding is predicted within the site and there are historical records of surface water flooding on the site.

As a result of the 2012 flooding, North Tyneside Council is undertaking flood alleviation works on the site which includes short term flood alleviation works and basins. These works are aimed at both mitigating existing flood risk for the site and surrounding areas and to facilitate future development of Murton Gap.

Surface Water Flood Map (Environment Agency)



Flow Path Plan (Flood Risk Assessment and Drainage Strategy)



Masterplan Considerations:

- The Masterplan should support a comprehensive drainage strategy which provides full flood mitigation across the site.
- Deliver an integrated SUDS (sustainable urban drainage system) strategy across the site to complement the Masterplan and support delivery of attractive open spaces and areas for biodiversity and recreation

4.8 Heritage and Archaeology

Heritage

Earsdon and Monkseaton conservation areas lie in close proximity of the site; including a number of listed buildings. Murton farmhouse and the war memorial adjacent to the site are listed. Generally, views from listed buildings are screened from view by existing development. At the centre of the site is Murton Village. Although the village is early in its origins it is now almost all completely modern in fabric. Heritage assets on or surrounding the site includes:

Rake House Farm: located at the southern boundary of the site. Rake House Farm is included on the Council's Local Register. The buildings are a very good and rare example of farm buildings in North Tyneside.

Murton Farmhouse: The grade II listed Murton Farmhouse sits to the south the site. The Farmhouse's gate piers are also grade II listed separately. The setting of this historic farm is considered to comprise of its immediate curtilage which is delineated by the mature vegetation around the boundaries. The settling will be protected by the existing mature trees to the north and west of the site.

New York War Memorial: The grade II listed New York War Memorial sits just outside the southern boundary of the Murton site.

The Wheatsheaf Public House: The Wheatsheaf Public House sits just outside the southern boundary of the Murton site. It is not designated or locally registered. The Pub will have some communal and historical value but on balance is of low heritage significance.

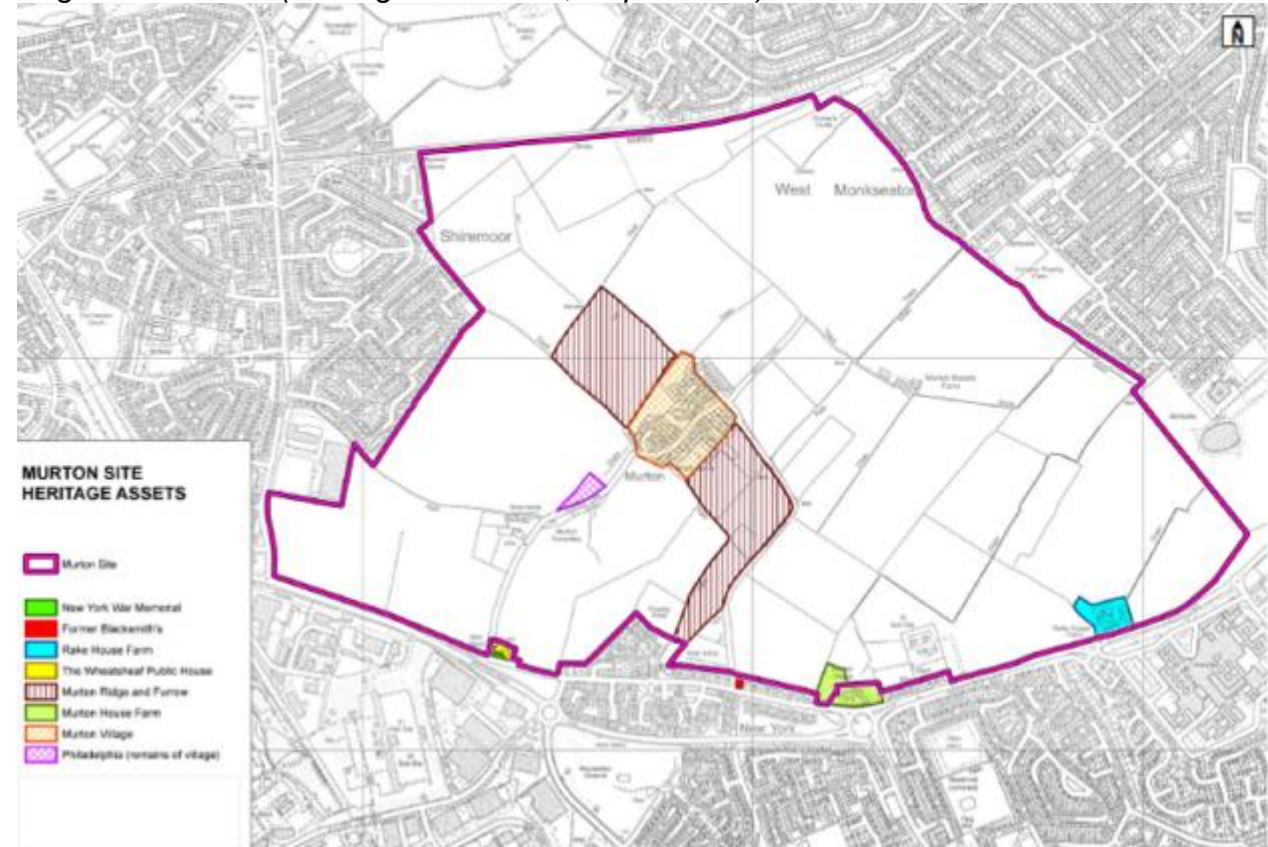
New York Forge: The New York Forge is located just to the south of the development site's boundary, within New York. It is non-designated and not on the local register. Although not a building high in external architectural quality, it has some attraction in its character and charm in its small-scale. The appearance of the forge has been impacted by detrimental alterations, including the loss of the original sash windows, replacement of the roof covering with slate rather than pantiles and addition of modern extensions to the rear. The architectural and historic interest of the building was considered by Historic England for listing but it was the criteria for listing were not fulfilled and as such remains unlisted.

Archaeology

The proposed development has the potential to impact upon any archaeological resource that may be present through ground reduction and the construction of foundations and associated services in those areas of the site which have not been opencast or subject to modern development. No archaeological deposits have been identified which require preservation in situ.

Ridge and furrow survives as earthworks in pasture in field's north-west and south-east of Murton. On the west side of Murton Lane between the Village and New York there is a small enclosure with earthworks and the remains of Murton Cottage. Just outside of Murton Village to the west, on Murton Lane, was small village named Philadelphia. It is unknown if any remains of the village exist.

Heritage Assets Plan (Heritage Statement, Capita 2015)



Masterplan Considerations:

- Understand the significance of heritage assets (particularly significance derived from their setting), the impact the proposals would have on that significance, and how opportunities to maximise benefit and minimise harm should be planned for.
- New development should give consideration to existing heritage assets; views from listed buildings should be screened from view with landscape buffers where possible.
- Further evaluation of the extent and significance of any archaeological resources on the site is required.

Give consideration to areas of ridge and furrow and retain the best areas where possible.

Earthworks which will be lost need to be subject to topographical recording.

- Protect the setting of Rake House Farm with an appropriate area of open space.
- Use heritage assets as opportunities to contribution to the character of place.

4.9 Noise and Air Quality

Noise monitoring has been undertaken on the site in order to consider noise levels for development. The following noise sources have been identified on the site:

- Road traffic noise is considered to be the dominant noise source within the southern and south western areas of the site. The following roads are considered to be the main sources:
 - Rake Lane, to the south of the site
 - A191, to the south of the site

- Park Lane, to the west of the site
- Murton Lane leading into Murton village.
- A Metro line cuts through the northern part of the site
- New York Industrial Park and Algernon Industrial Estate are located to the south of the A191 to the south west of the site. Units located adjacent to the A191 are as follows:
 - Vauxhall commercial garage
 - Northern Power Grid offices
 - Indespension Newcastle (trailer dealer)
 - Clarks Home Bakery
 - Arnold Clark commercial garage
- Boundary Mill retail store is located to the west of the development. Noise relates to the extraction and delivery vehicles during the daytime period.
- Monkseaton High School is located to the east of the site.

An Air Quality Assessment will be undertaken on the site in order to consider the air pollutant concentrations in the area. The area is not located within an Air Quality Management Area and as such the air quality is likely to be good. The main consideration for impact is resulting pollutants from development traffic. This will be assessed, having utilised annual average daily traffic data for all affected roads from the Transport Assessment being produced for the site.

Masterplan Considerations:

- Noise sources must be considered in the positioning and orientation of proposed development, including the design and location of landscaped buffers. Some areas of the site would require noise attenuation measures to be implemented, should development be located in these areas, namely proposed dwellings adjacent to the roads and Metro line. Further noise modelling should be carried out once a detailed layout is designed.
- Consider impacts and standoff areas as part of the design of the site to suitably accommodate anticipated traffic through the future streets of the site.
- Consider electric charging points for vehicles.

4.10 Ground Conditions

In general, it is unlikely that the historical land uses of the majority of the site and surrounding area will have generated significant or widespread contamination impacts at the site. There are suspected asbestos issues on land known as Dickey Holm beside West Monkseaton Metro. This area is outside of the control of the Developer Consortia. The following risks have been identified which are related to extensive historical mining use of the site:

- Murton Gap is in the likely zone of influence from workings in 5 seams of coal at shallow depth to 160 metres, the last of which was worked in 1964.
- 18 mine entries are recorded on or within 20 metres of the site with one having been filled to unknown specification.
- There are a number of coal subcrops underlying the site with the potential for further unrecorded works to be present underlying the site.
- The site is within the boundary of a past opencast mine. Pillar and stall workings of the Yard coal seam are present across much of the central and south-western areas of the site.

- Murton Lane - There are two areas of unknown filled ground relating to the same former quarry, between Murton Village and Murton Nurseries, with Murton nurseries overlying the unknown filled ground. This would potentially give rise to ground gas and subsidence issues if built on and will require appropriate mitigation.
- Central Southern part of site - This area has a lot of mine shafts potential for mine gas and ground stability issues. Grouting may be required to allow building.

Masterplan Considerations:

- Fully consider any potential risks to development of the site due to past mining.

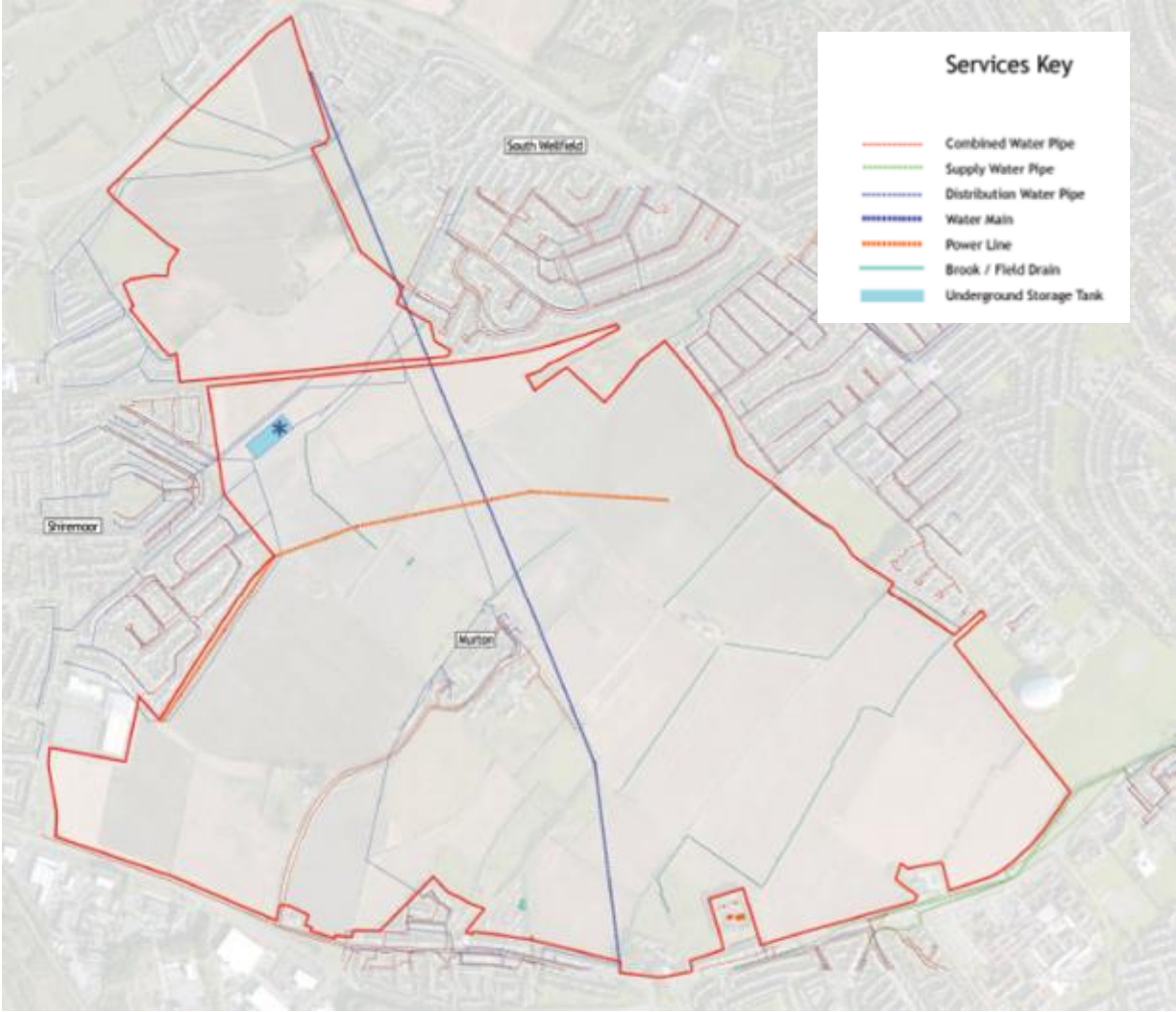
4.11 Services and Utilities

Water mains for both supply and distribution and a combined sewer run through the site in a north to south direction. To the north west of the site there is an underground storage tank for storm rainwater. Overhead power distribution lines also cross the west and middle of the site. Electricity, gas, telephone, broadband and water supplies are all available within close proximity of the site.

Masterplan Considerations:

- Accommodate the electricity and water service lines into the Masterplan within green corridors where possible.
- Consider putting the electricity lines underground.

Site Utilities (Pod, 2016)



4.12 Trees and Hedgerows

All relevant trees and hedgerows within the site have been assessed and categorised with regard to their quality and retention values. All potentially vulnerable trees within adjacent properties have also been assessed where considered appropriate. Tree cover within the main body of the site is minimal, with most trees being located around the periphery of the site. The fields are occasionally edged by a network of hedges in a variety of condition, but with the many being poor quality, unmanaged, and in decline. Across the site many hedges have already been lost due to past management with remnant Hawthorn bushes being numerous but without forming any significant hedge features.

Masterplan Considerations:

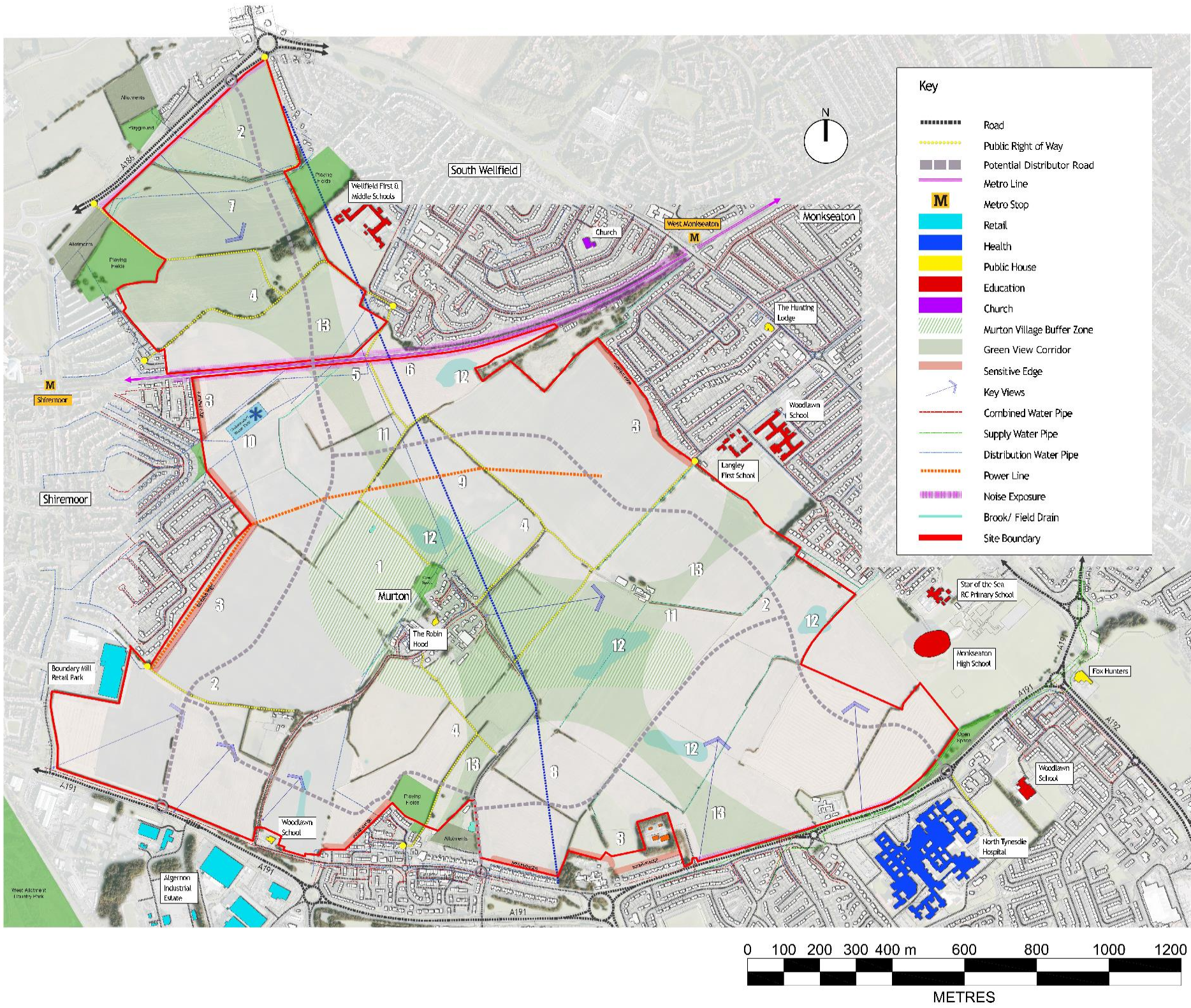
- The Masterplan layout should be informed by existing trees and hedgerows

4.13 Site Considerations and Opportunities

Site Considerations
<ul style="list-style-type: none">• Water mains and power lines cross the site• Existing development within the boundary of the site• Sensitive edges around the site• Noise from roads, Metro line and potential new Metro station• Listed buildings adjoining the site and heritage assets on the site• Existing pedestrian routes• Limited vehicular access• Wildlife corridors and ecological habitats• Protection of trees, hedgerows, copses

Site Opportunities
<ul style="list-style-type: none">• Creation of a new sustainable community, served by a new community hub• Provision of primary education facility• New highway routes, linking into the existing network• New pedestrian and cycle routes, connecting to key destinations, public transport and the existing network• Improvements to public transport network including potential new Metro station• Enhancement of existing hedgerows and trees• Creation of new habitats, public open space and green infrastructure• Enhance the setting of existing heritage assets

Site Considerations and Opportunity Plan



- 1 Murton Village Buffer zone to avoid coalescence
- 2 Potential for new bus permeable distributor road throughout the site, linking with the A191 and A186.
- 3 Development to ensure visual amenity and privacy of existing dwellings within surrounding villages of Monkseaton, Shiremoor and New York are retained.
- 4 Existing PROWs and pedestrian routes to be utilised to ensure permeability throughout the development site and into the wider context.
- 5 Potential future metro station and park and ride service to be provided along existing metro line
- 6 Generous offset distance to be provided along route of the metro line to mitigate issues relating to the associated noise pollution.
- 7 Parcel of land north of the metro line included within the green belt
- 8 Potential for green corridor along easement of water main
- 9 Potential for green corridor along easement of power lines
- 10 No build zone over the site of the existing underground water tank
- 11 Existing hedgerows and brooks / field drains to be retained and celebrated as development boundaries or within areas of public open space.
- 12 Local low points to be utilised as areas for surface water storage in the form of SUDS
- 13 Green corridors positioned to retain visual connections with areas of rural landscape

5. DESIGN PRINCIPLES

5.1 Place Making Framework

The Masterplan provides the opportunity to create new and interesting places and spaces. To maximise the potential of place making, the Masterplan is informed by the following principles:

Character Areas and Housing Density

A range of character areas will be developed in coordination with a range of housing densities that will contribute towards creating a sense of place and facilitate navigation. Each character area should be reflective of its general setting and role within the site as a whole and provide a coherent liveable neighbourhood for residents.

Densities will generally increase towards the Community Hub and areas well served by public transport. Lower density development will generally feature to the in areas overlooking open space to create an appropriate transition.

Entrance Features and Streets

Gateways into and out of the site and each character area will be designed to support legibility and provide a sense of identity for the site as a whole and local neighbourhoods. Important roads will be identified which will be designed as ‘feature streets’ in the site. These areas will be high quality public spaces that will enhance legibility and sense of character as people move through the development.

Active Frontages

Development is expected to front onto all the major routes through the Masterplan to create attractive ‘streetscapes’ to enhance the sense of place and increase the sense of security. Housing will be set back from the link road with landscaped verges and separate pedestrian and cycle paths. Houses should also provide active frontages where adjacent to strategic breaks and open space.

Green and Blue Infrastructure

The existing environment will be drawn upon to strengthen the sense of place and create a distinct identity for the places created. The retention of existing hedges and trees, will be supplemented by new planting of a range of plants and species agreed with the Council and effective landscaping to create the basis for attractive, multi-functional spaces for amenity, biodiversity and leisure and community meeting places.

Public open space will be regularly spaced throughout the development and accessible to all residents. These areas will be designed to be active green spaces which are functional for a variety of uses allowing them to benefit wildlife and be attractive for the community to utilise. Key view points ‘in and out’ of the site will be safeguarded with landscaped green areas to enhance the setting of Murton Gap.

Heritage

Heritage assets contribute to the character and uniqueness of place. Existing heritage will form a key connection to the development of the site, not only to reinforce place making but also to preserve the long-term future of heritage assets. Open space buffer areas will be included where appropriate around identified heritage assets such as Rake House and Murton Farm. This will help to protect their setting within the new development. An area of ridge and furrow will be retained to the west of Murton Village as landscape features. New York Forge will be lost as part of providing a key access point into the site. This building will need to be recorded before demolition takes places.

5.2 Movement Framework

The movement network throughout the site provides the opportunity to deliver a network of safe and attractive links within and through the new development and adjacent areas. The key principles to deliver this are set out below:

Walking and Cycling Accessibility

The Masterplan will maintain and enhance existing pedestrian movement routes and preferences across the site by incorporating them into attractive connections through the developments enhancing their sustainability. Pedestrian and cycle routes will be incorporated into a comprehensive landscape and drainage framework, ensuring that the neighbourhoods are interconnected.

The internal layout of streets throughout the development must enable permeability for pedestrian and cycle movements. All areas of the site must have direct cycling and walking routes to the proposed school and community hub, without the need to divert round the perimeter of the site. Cycling and walking routes should be high quality and designed in line with the North Tyneside Cycling Design Guide (to be adopted in 2018). Key junctions and access points into the site should be designed with pedestrian and cyclists in mind. The detailed layout is required to provide direct, well lit and safe links to the existing pedestrian and cycling network including priority crossings at internal junctions where appropriate.

Bridleways

The Masterplan will promote a network provided for equestrian users via the Public Rights of Way. This will be encouraged and promoted to give a comprehensive route network. Route continuity is essential together with clear signing. The introduction of Signalised Equestrian crossings (Pegasus Crossings) will be installed if necessary.

Street Hierarchy

The strategic link road connecting the A186 and A191 will provide a transport corridor through the site. It will be crossed at irregular intervals by road junctions to secondary highways and pedestrian and cycle links, but generally avoid frequent interruption by such crossings. Through the development a 30 mph speed limit would be applied. From the strategic link road to the east loop of secondary highway will enable public transport permeability. Following this a network of legible streets will provide access throughout the development. The hierarchy of secondary and tertiary streets will be designed to slow down cars and help reinforce the concept that pedestrians and cyclists have priority.

Sustainable Transport

Excellent public transport links that are easily accessible throughout the site will be required to ensure a suitably attractive service is available for new residents. The option of a new Metro station will also be accommodated in the Masterplan. Direct and convenient pedestrian and cycle links to the Metro station will promote and encourage the use of the Metro system. Further, the Masterplan will ensure attractive links to existing transport hubs by providing convenient and direct connections to the existing network of cycle and pedestrian paths. New bus services will run through the site along main access roads providing sustainable access to key destinations.

Routes to Schools

Routes to schools will be considered as part of the movement network including existing and new routes to schools and associated crossing facilities. This will help to inform wider pedestrian routes within the development to create a cohesive pedestrian and cycle network throughout the site.

5.3 Green and Blue Infrastructure Framework

Appropriate introduction of Green Infrastructure will be essential to the creation of a high quality development with a distinctive character where residents can enjoy a healthy and active lifestyle. Development should incorporate the following key design principles set out below:

Multi-functional Spaces

Green infrastructure will be defined and recognised as multifunctional spaces. They will provide opportunities for play, exercise and education, community meeting places as well as areas for wildlife and biodiversity appropriate to the character and requirements of the location. SUDs will also be well integrated with and enable provision of areas of green infrastructure.

Wildlife Corridors

Green spaces will be linked together to create a network that links with the wider external wildlife corridor network. Within the proposed developable areas existing hedgerows and mature trees will be retained to enable green infrastructure and wildlife links to be created. The network of green spaces will provide site wide ecological enhancement and habitat creation through new planting and the potential to create rich areas for wildlife through the network of basins required to provide sustainable drainage for the site.

Green infrastructure will be defined and recognised as multifunctional spaces. They will provide opportunities for play, exercise and education as well as areas for wildlife and biodiversity appropriate to the character and requirements of the location. SUDs will also be well integrated with and enable provision of areas of green infrastructure.

Accessible Open Spaces

Landscaped areas of open space to fulfil varying roles reflecting the open space needs assessment will be spaced throughout the development. This will be readily accessible for all new residents and attractive for the new community to utilise whilst providing a valuable resource for existing residents adjacent to the site. Green infrastructure will be linked to and be an integral part of a wider cycle and pedestrian network. To reflect this, the Movement Framework and the Green Infrastructure Framework should be clearly combined and developed to facilitate and encourage people to walk and cycle for local trips.

Visual Impact

The landscape approach to be adopted throughout the site will seek to minimise the visual impact of development from key view points into the development and for existing residents in surrounding communities. A 'green edge' will be created to reduce visual impact of new development from existing residents. Murton Village in the centre of the site will be retained in its semi rural setting as part of a strategic break that will extend from Rake Lane through to the Metro line and connect with the Green Belt to the north. New development forming boundaries to the strategic break should provide a soft edge with appropriate residential frontages and planting.

Key Views

The green infrastructure framework will respond to identified key views across the surrounding landscape and be used to create new visual connections at points of interest. At the detailed design stage building elevations, planting and landscape creation will be drawn upon to create vistas through the new development.

6. INFRASTRUCTURE REQUIREMENTS

To realise the vision and development objectives for Murton Gap as a high quality, sustainable development, a range of physical and social infrastructure is required to support the community created and integrate it with existing communities of North Tyneside. This necessary infrastructure must be delivered in a timely and effective manner in order to mitigate the impacts of the development and to create sustainable neighbourhoods. Some financial contributions will be required for off site improvements to existing infrastructure. The key infrastructure requirements are set out below.

6.1 Education

Schools are a crucial element of the local infrastructure and therefore Murton Gap must plan for education provision needs arising from new homes. A new primary school is required at Murton. Up to 2 hectares of land will be made available to deliver the primary school to the south of Murton village, suitably integrated into the new development and accessible from a secondary highway link. For secondary schools, a financial contribution will be required towards enhancements of existing schools within the local area.

6.2 Healthcare

The expected increase in population across Murton Gap by 2032 will place increased demand on existing general practice services. At this time the Clinical Commissioning Group (CCG) are continuing to review the model for health care provision in North Tyneside and advise that the scale of development would require a contribution equivalent to 438 m2 of additional floor space due to the increase in patients. However, there is unlikely to be a requirement for a new GP surgery on the site but rather for a contribution to enhance existing facilities elsewhere.

6.3 Highways and Transport

Primary Highways

There is a requirement for primary road infrastructure including a strategic north-south highway link and access junctions at the A186 and the A191. This is to relieve congestion in the wider network, providing a ‘preferred route’ for vehicles currently passing through Shiremoor and Monkseaton and is essential if the road network is to accommodate the additional traffic arising through development at Murton.

To the north, access is proposed from the A186, south of the village of Earsdon, close to the existing roundabout of the A186 and A192. To the south, access is proposed from the A191, to the west of New York village, avoiding the existing rural lanes to Murton village. The link road will require a bridge to be constructed over the Metro line.

Secondary Highways

A secondary highway network will allow for the parallel delivery of separate development parcels. This network is proposed to ensure the internal linkages compliment the primary

highway link road and access and enables a flexible approach to phasing – maximising the number of potential development parcels that can be supported. Two secondary access points are preferred:

- A junction that connects with the existing A191 underpass in New York; and,
- A junction at the existing roundabout on Rake Lane, opposite the North Tyneside General Hospital.

Off-site Works

A range of off-site works are required through section 278 agreements with the Council as Highway Authority, or through section 106 contributions. These include the following improvements at the following roads and junctions:

- A186 Earsdon Road Roundabout
- A191 Roundabout New York Road
- Norham Road / Westminster Avenue
- New York Road
- Foxhunters corridor access improvements

Public Transport Provision

Provision will be made for bus access throughout the primary and secondary highway network with the inclusion of bus only access at certain points where access for car users will be limited to manage traffic impacts.

The potential of a Metro station at Murton Gap has support in principle from Nexus. The precise costs of delivery of the Metro station are subject to further work, however the location of this is shown on the Masterplan to the north of the site. The Metro should be located to be accessible from the proposed road bridge spanning the Metro and with direct connections to adjacent new development. This will allow all houses to be within a 15 minute walk of the Metro station. One hectare of land will be made available for the Metro station within the Masterplan.

Cycleways, Bridleway and Pedestrian Routes

High quality walking and cycling routes are required in accordance with the emerging Cycling Design Guide and LDD12 Transport and Highways SPD. The following pedestrian and cycle routes are required to provide appropriate connectivity for Murton Gap.

The following improvements to site are identified to create or enhance internal within the site:

M1	Principle pedestrian and cycleway– north / south main pedestrian and cycleway between A186 and the A191 both sides of the main link road.
M2 / 3	Secondary distributor pedestrian and cycleway– inner loop road extending from the principle pedestrian and cycleway around the site on one side of the new loop road, with external links to the A191 corridor to the South East. M2 (South) M3 (North).
M4	Pedestrian and cycle route linking principle pedestrian and cycleway with Shiremoor Centre / Shiremoor Metro station.
M5/6/7	Retention of Low impact parkland path connecting the development site to Wellfield (M7) / Wellfield Middle School with the proposed new Metro station

	and existing Metro line footbridge. And pedestrian cycle routes that connect with the newly proposed development cells to the east. (M6) and the new distributor road through to Murton Village(M5).
M8	Pedestrian and cycle north / south through route to the east of Murton Village from the proposed Metro station in the north to A191 corridor and North Tyneside General Hospital to the south.
M9.a M9.b M9.c	Pedestrian and cycle route and connecting route linking secondary distributor with Monkseaton Town Centre through Drumoyne Gardens (a) and Monkseaton Middle School through Caldwell Avenue (b) and Monkseaton Metro Station through Fairfield Drive (c)
M10	Woodland footpath connection connecting the eastern edge of the development cells between M9.a and M9.c
M11	Pedestrian and cycle route utilising existing route of Murton Lane between Murton Village and New York Village with additional spur to New York Village local shops.
M12	Pedestrian and cycle route linking principle pedestrian and cycleway with Shiremoor South / Boundary Mills Retail Centre through to Murton Village.
M13	Pedestrian and cycle route linking principle pedestrian and cycleway with Shiremoor North through to Murton Village
M14	Downgrading of Murton Lane (West) to Pedestrian and Cycle route linking main distributor road to the Wheatsheaf Inn and New York Village

M15	New Pedestrian and Cycle route connecting New York Shops through past the new primary school and on to Murton Village.
M16	Principal Pedestrian and Cycle connection running North East past the new Primary School to connect with the distributor road (M3)
M17	Pedestrian and cycle route linking the main distributor road with Rake Lane.
M18	Pedestrian and Cycle route linking development with Park Lane and New York Road
Parkland Paths	Various additional recreational routes as parkland footpaths will be created as shown on plan to enable suitable recreational use of open space areas and improve connectivity throughout the development site.
Off Site improvements	Various off site highway improvements may be required as a direct result of increased footfall resulting from this development, these will be reviewed and secured by planning applications.

Pedestrian and Cycle Improvements



6.4 Local Centre and Community Facilities

A local centre is required to support the development and provide the day to day facilities to support the new communities. The local centre will provide a range of shops (e.g. convenience store) as well as opportunities for other neighbourhood and community facilities. The Retail Requirements Assessment provides an outline of the scale of retail provision that may be appropriate at Murton indicating the site could support provision of approximately 1,000 sqm of convenience retail by 2032.

The location of the local centre should be located at a point where it is readily accessible for new residents and is particularly accessible to key public transport connections. Provision of a new Metro station would make the location of a centre to the north of the site adjacent to the station and the new strategic north south highway link, the most appropriate location. The scale and mix of uses expected in this location is detailed further in the design code chapter.

6.5 Surface Water Management

A drainage strategy is required for the whole site based on the Murton Gap Broad Area Flood Risk Assessment. Removal of surface water from the combined sewer is identified as an important infrastructure opportunity, enabling the development to take place and delivering significant benefits for adjacent existing dwellings and capacity at Howdon sewerage treatment works. Overall the holistic drainage strategy for the site should redirect surface watercourses that currently enter the combined sewerage and surface water network at Briarvale and Monkseaton to a large capacity culvert adjacent to North Tyneside General Hospital. Additional connections to this culvert at points between Marden Quarry and the North Sea at Cullercoats enable the connection of Murton Gap with rain outfalls at the coast. Ensuring development on site complements and supports this infrastructure solution will remove a significant surface water and sewerage flooding risk for existing residents at Monkseaton, provide an outlet for surface water from the development site and create additional capacity at Howdon Waste Water Treatment Works for foul water treatment.

6.6 Green Infrastructure

An overarching strategy for open space provision should incorporate the following minimum requirements at Murton Gap:

- Equipped areas for play – Requirement for a Neighbourhood or Strategic Equipped Area for Play (between 1,000 sqm to 1,600 sqm minimum) in addition to a smaller Local Equipped Area for Play (between 600 sqm to 800 sqm minimum).
- Parks – Requirement for provision of park space towards the centre of the site which can be a multifunctional space.
- Natural and Semi-Natural Green Spaces – Provision can be delivered within multifunctional areas. This should incorporate mitigation for farmland birds and provide wider mitigation for other wildlife to expand the biodiversity value on the site and link into existing wildlife corridors
- General Green Space to provide opportunities for informal areas for play and recreation. This provision can be delivered within multifunctional areas.

- Allotments – Requirement for the delivery of one allotment per 27 households. For 3,000 homes this would be 111 allotments.
- Suitable Accessible Natural Greenspace - green space that is of a quality and type suitable to be used as mitigation for residential where development is likely to affect the Northumberland Coastline Special Protection Area.

6.7 Sports Facilities

- Contribution required towards existing sports facilities to improve and maintain existing facilities to help deal with the increased demand arising from the development. Playing pitches should be provided in schools to support the new development. The school site should be planned to address the following points;
 - The site is subject to a community use agreement.
 - The site is laid out so that community use is achievable.
 - The playing pitches are constructed to a specification that means they have the capacity to accommodate the additional community use.

6.8 Affordable Housing

The Masterplan is required to deliver 25% affordable housing as required by policy DM4.7 in the Local Plan. The affordable housing tenure split will be decided on a phased basis to ensure delivery meets with changing demand.

6.9 Community Facilities

A contribution is required towards existing library, customer first centre and community facilities. This will help to improve and maintaining existing facilities to help deal with the increased demand arising from the development. The contribution would be used for Shiremoor, Cullercoats, Monkseaton and Tynemouth libraries and North Shields Customer First Centre.

6.10 Employment and Training

111 apprenticeships are required to be delivered as part of the site construction to deliver employability interventions targeted on North Tyneside residents. A contribution may be appropriate if some apprenticeships are unable to be provided as part of the scheme.

6.11 Public Realm

The delivery of the scheme should deliver improvements towards the public realm, such as public art which can enhance the aesthetic environment and reflect the character of the location. Other contributions may be applicable and will be secured subject to detailed viability and negotiation, at planning application stage.

7. MASTERPLAN

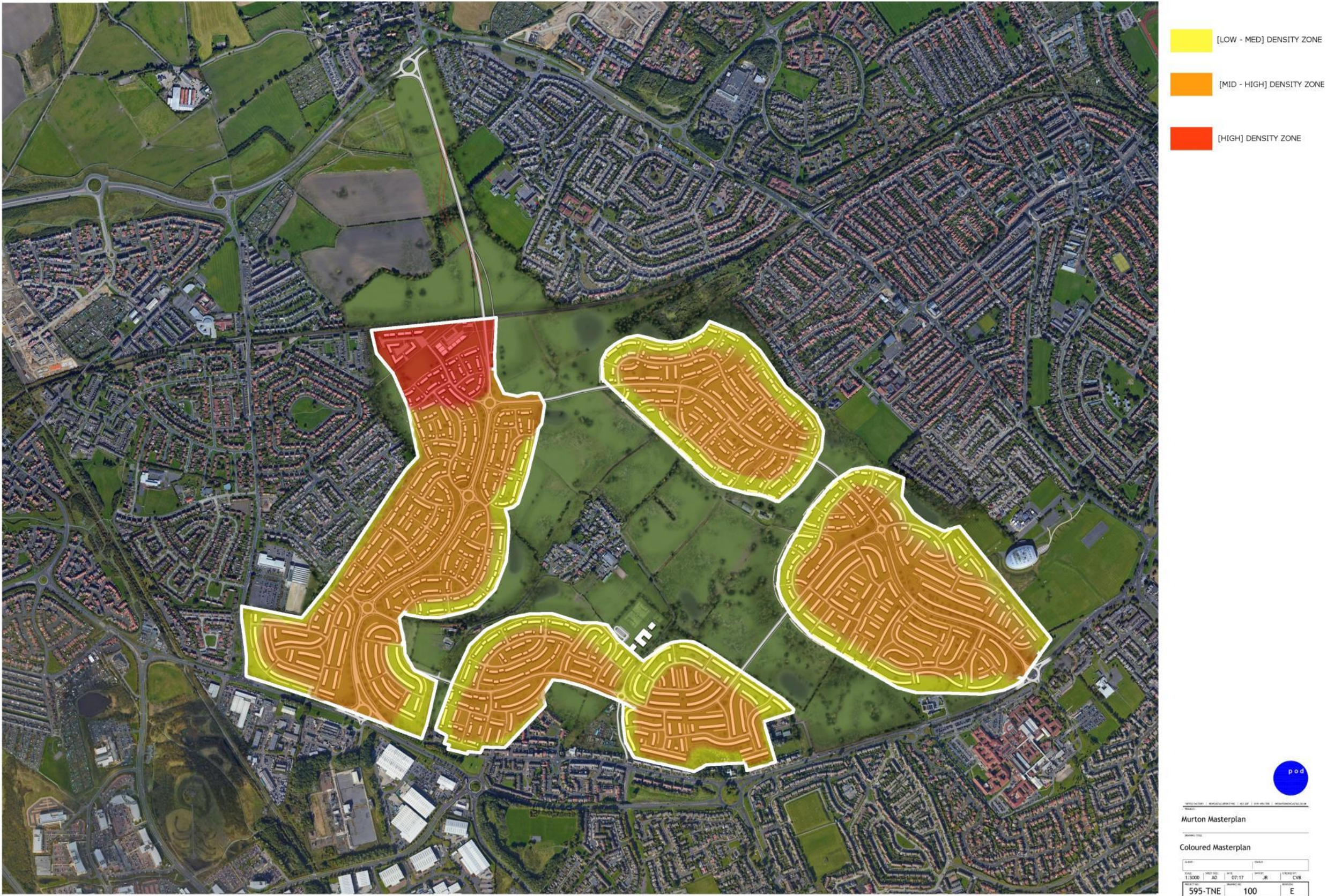
7.1 Masterplan Layout



7.2 Green Infrastructure Plan



7.3 Density Plan



8. DESIGN CODE

The information in this section will provide applicants with a set of design principles to be used at Murton Gap. The design code provides guidance about how to plan buildings, streets and spaces to ensure the site develops with a coherent structure. This is intended to create attractive and healthy places and make the process of achieving good design more straight forward.

8.1 Character Area Overview

The Masterplan includes a number of different character areas, each defined by a specific approach to urban design and landscaping. The character areas will be recognisable zones with individual identities. They will reflect the built characteristics within the surrounding developments around Murton Gap. This will help integrate the new development into the existing community and enhance the existing identity of the area.



8.1.1 Character Area 1: Community Hub

To the north west of the site, towards the Metro line, is the community hub. This area is considered to be the key area within the development and of real importance to the success of the wider scheme by creating a clear and identifiable centre. The community hub will be a focus of local community activity and social infrastructure for Murton Gap. It will include convenience retail provision and a village green

The character area includes the potential new Metro Station which will be an important arrival point. As such it should create a welcoming and distinctive gateway into the site. The area will link up to all pedestrian routes and be easily accessible for the whole site. The area also includes a large area of housing which should be designed to complement the character and navigation to the retail hub.



Character	A natural focal area for the site which includes convenience retail provision and residential development framed around an area of open space.
Character Reference	<ul style="list-style-type: none">• Views towards the Parkland.• Potential new Metro Station.
Landscape Setting	<ul style="list-style-type: none">• Retain, protect and enhance existing landscaping and field boundaries. Where not practicable to do this appropriate mitigation planting should be provided.• Appropriate buffer planting comprising of native species. This should mitigate for noise from the Metro and create opportunities for wildlife corridors.• High quality hard and soft landscaping creating an identifiable and pedestrian friendly public centre.• Enhance retained landscape features to create strong frontages and enhance routeways.• Along the link road, development will be set back behind green verges and planting.
Development Mix	The area will include: <ul style="list-style-type: none">• Convenience retail provision• Residential development• Amenity green space and informal play (and potential equipped play area)
Density / Height	High density development around retail hub and metro. Medium density development to the south. Retail and residential buildings up to 4 storeys.
Key Design Principles	<ul style="list-style-type: none">• Development to assist in providing direct and safe routes to the potential Metro Station.• Residential development around the 'village green' should be a tighter grained development with house types used to successfully frame the space.• The retail building(s) will be located in this area which should be a focal point in terms of design and layout – See section 8.3.2 for further detailed guidance.• Design should consider appropriate easements for access to Northumbrian Water's underground facilities within the open space.• A bus service and bus stop should be within easy access of the metro station and retail facilities.

8.1.2 Character Area 2: The Parkland

The Parkland character area consists of a green ring around Murton village that extends in a linear layout to the north and south of the site. The Parkland will be a major asset to Murton Gap and will provide multifunctional spaces that include opportunities for play, exercise and education as well as areas for wildlife and biodiversity that contribute towards and enhance the strategic wildlife corridor.



Character	A large multifunctional area of open space that the local and wider community can use for leisure and recreation.
Character Reference	<ul style="list-style-type: none">• Views to the north of the site towards Earsdon.• Views to the south east of the site towards Rake Lane.• Murton Village.• Existing site features including trees, hedgerows and ridge and furrows.•
Landscape Setting	<ul style="list-style-type: none">• Retain and protect existing tree groups, copses and field boundaries• Informal landscaping along pedestrian cycleways and Bridle paths around Murton village.• Recreational features to be incorporated into the Parkland will include new native structure planting to enhance existing features and define spaces, linking with the wider area and circulatory routes.• Enhance new multi-user access routes and cycle ways around Murton Village with new native hedgerows, hedgerow trees and individual tree planting included.• Create a diversity of biodiversity habitats (wetlands, grasslands, native woodland, scrub and hedgerows) that contribute to and enhance the strategic wildlife corridor, Parkland and green corridor to the south west.• SUDs in this area are encouraged to incorporate swales and enhanced native wetland planting.•
Development Mix	No development permitted in this area.
Key Design Principles	<ul style="list-style-type: none">• Development around the edges of the Parkland area should be designed with an active frontage to increase safety and maximise occupancy and use.• The area immediately around Murton Village should be landscaped to maintain and enhance the rural setting of the village.• Appropriate connectivity and a sense of openness should be achieved from the edges of the site into the Parkland. Existing open views from Langley Playing Fields and Rake Lane are particularly important to retain.• The key vista between Murton Village and Earsdon should be reinforced with pedestrian routes aligned to take advantage of them.• Key pedestrian routes should be designed to enhance the experience of travelling through the park. Appropriate lighting should be used which adequately lights pedestrian and cycle routes but does not negatively affect wildlife. Low level solar powered lighting is an appropriate example.• The best areas of ridge and furrow should be preserved.

8.1.3 Character Area 3: North East Edge

This character area is located close to the existing area of West Monkseaton. The area will provide a low-medium density design approach.



Character	The surrounding area to the east of the character area is largely made up of 1930s semi-detached houses. Murton Stead's Farm is also within this character area. The design in this area should complement the traditional 1930s streets nearby. Development immediately around Murton Stead's Farm should be sensitively designed and could take architectural inspiration from this. The area will also be defined by SUDs basins and open spaces to the north, east and west of the area.
Character Reference	<ul style="list-style-type: none">• Surrounding 1930s development and Murton Stead's Farm.• Existing landscaping and field boundaries.• Views out towards the Parkland.• New feature pocket of open space within the character area.• Links to West Monkseaton
Landscape Setting	<ul style="list-style-type: none">• Retain and protect existing tree groups, copses and field boundaries crossing the site. These should be considered as opportunities for movement corridors and green links to key open spaces.• Appropriate native buffer planting to mitigate for noise from the metro line.• Native landscaped buffer to be provided adjacent to the existing community of West Monkseaton.
Housing Mix	Detached houses with some semi detached units at key view points. Along key roads semi detached and short terraces may be appropriate.
Density / Height	Generally medium density with low density development at the boundaries.
Key Design Principles	<ul style="list-style-type: none">• A central area of open space will create a mini village green in this area.• Retain open views across the site from Langley Playing Fields.• Properties will be outward looking over the Parkland.• Retain open views across the site from Langley Playing Fields. Development at the edge of this area should be of a lower density to create a rural edge with enhanced landscaping to preserve the vista towards Murton Village.• The character area has open outward facing elements to the north, east and west and the design and layout should provide a suitable transition into these areas.• Landscape buffer to the rear of Monks Road

8.1.4 Character Area 4: South East

This character area is located close to the existing areas of West Monkseaton and Preston Grange. The area will provide a medium to low density design approach and a high quality development edge to the Parkland. A secondary entrance into the site from Rake Lane is accessed from this character area and as such it should create a welcoming and distinctive gateway into the site.



Character	Suburban informal character which fully integrates with pedestrian links to the wider area. The area should take advantage of open views to the north west towards Murton and the Parkland. The architectural approach should create a distinctive new area with its own identity.
Character Reference	<ul style="list-style-type: none">Existing landscaping and field boundaries.Views out towards the Parkland.New feature pocket of open space within the character area.Rake House FarmLinks to West MonkseatonWildlife Corridor

Landscape Setting	<ul style="list-style-type: none">Retain, protect and enhance existing landscape features and field boundaries.A wildlife corridor should be provided to the southern section of the character area to tie in with the Parkland and enhance planting to the eastern boundary of the development site.Easement buffer to the rear Monkseaton High School.Protect and enhance the existing tree group at Briar Vale.Provide an appropriate setting to Rake House Farm.
Housing Mix	Largely detached houses, especially to the edges. Along the secondary access road, semi detached and short terraces will be appropriate.
Density / Height	Generally medium density with low density development at the boundaries. Development generally 2 storeys in height with some opportunities for 2.5 storeys to assist in legibility of routes.
Key Design Principles	<ul style="list-style-type: none">An open green space will run along Rake Lane with houses having a prominent public frontage over this.Retain open views across the site from Langley Playing Fields. Development at the edge of this area should be of a lower density to create a rural edge with enhanced landscaping to preserve the vista towards Murton Village.Properties will be outward looking over the Parkland.A central area of open space will create a mini village green in this area where an equipped children's play area will be located.The arrangement and form of dwellings in this location should contribute towards creating a welcoming entrance gateway from Rake Lane.The area has a key frontage to the secondary road which should be reinforced with active outward facing development.Access for approximately 250 units from Rake Lane. A bus gate in this area will block off access to the wider site for all vehicles except buses and cyclists.Drainage infrastructure with associated landscape treatments to the rear of Briar Vale and Monkseaton High School. Development should incorporate appropriate easements for the drainage infrastructure.

8.1.5 Character Area 5: Southern Edge

This character area is located close to the existing area of New York. These areas will have strong connections with pedestrian routes and shared use of open space and local facilities. An existing area of amenity green space separates part of this character area from New York. The character area has a key frontage to the secondary road and a number of important features are located in this area including the Primary School and Allotments.



Character	Traditional character area based around strong street frontages with clear and direct routes the primary school and Parkland.
Character Reference	<ul style="list-style-type: none">Existing landscaping and field boundaries.Views out towards the Parkland.Links to New York and existing area of amenity green space.Murton Farm House
Landscape Setting	<ul style="list-style-type: none">Retain, protect and enhance existing landscape features and field boundaries.Structure planting comprising of native species will be provided in appropriate locations alongside the existing community of New York.Enhance existing amenity open space to the south of the character area.Protection of existing mature tree groups associated with farm buildings with sufficient distance from the tree groups to the new development so that any impacts are avoided.Enhance the wildlife corridor to southern section of the character area to tie in with Parkland.
Housing Mix	Detached, semi-detached, short terraces and apartments. Sheltered housing and bungalows should be considered in this area.
Density / Height	Medium to high density development.
Key Design Principles	<ul style="list-style-type: none">Key features in this area include new allotments, primary school and area of amenity space.Properties will be outward looking over the Parkland.Where appropriate, properties should have a positive frontage onto existing properties in New York around new areas of open space. On some streets a landscaped buffer may be a more appropriate option.Development along the secondary route should provide active outward facing development.The primary school is located in this area which should be a focal building in terms of its design and layout – See section 8.3.1 for further detailed guidance.Ensure that the development layout protects the setting of Murton Farm.Appropriately respond in terms of scale, mass and design to existing buildings around the edge of the Character Area beside Murton Lane.Approximate 7 metre buffer behind properties on New York Road and Rake Lane.

8.1.6 Character Area 6: Western Edge

This character area is located close to the existing area of Shiremoor. A large part of this area includes the primary link road. The arrangement and form of dwellings in this location needs to provide a distinctive entry point. High density development will be appropriate to the north of this character area to maximise the proximity of the Community Hub and new Metro Station.



Character	Distinctive gateway into the site leading through an attractive link road that establishes the design standard for the wider site. The character area should provide an appropriate transition to the community hub and contribute towards creating a distinctive new area with its own identity.
Character Reference	<ul style="list-style-type: none">Views out towards the Parkland.At least one new feature pocket of open space within the character area.Links to Shiremoor (M3 and M4).Existing trees and hedgerows.

Landscape Setting	<ul style="list-style-type: none">Along the link road, development will be set back behind green verges and tree planting.Hedge planting should form front boundary treatments for units along the A191 to afford privacy to residential units.Retain, protect and enhance existing landscape features and field boundaries.Structure planting comprising of native species shall be provided to the western boundary.Enhance the wildlife corridor to mid- section of the character area to tie in with Parkland and strategic wildlife corridor.Provide a wildlife corridor to the south east of the character area to tie in with the Parkland.
Housing Mix	Some detached and semi detached with a larger proportion of town houses, mews houses and apartments. Sheltered housing and bungalows should be considered in this area.
Density / Height	Generally medium density, increasing to higher density towards the community hub and the link road. Development generally 2 storeys. Development up to 3 storeys in height along the link road.
Key Design Principles	<ul style="list-style-type: none">Consideration should be given to the best way to provide a distinctive entrance gateway e.g. landscaping and surface materials. Dwellings towards the primary access junction will be orientated with an outward aspect.Properties will be outward looking over the Parkland.Appropriate noise attenuation to the rear of Boundary Mills.Existing over head power cables in this area to be re-routed underground.A landscaped buffer to be provided around the edges of Shiremoor.Green corridors and pathways provide a break in development and connect to Shiremoor and the Parkland to the east.Ensure the setting of New York war memorial is protected and the development layout enhances potential views and access to this heritage asset.The development layout should allow ease of access to existing community facilities in New York such as the Wheatsheaf Public House.Include pedestrian and cycle links to the south west of the site, both onto Park Lane and New York Road, to facilitate ease of access to Cobalt Business Park.

8.2 Street Design and Hierarchy

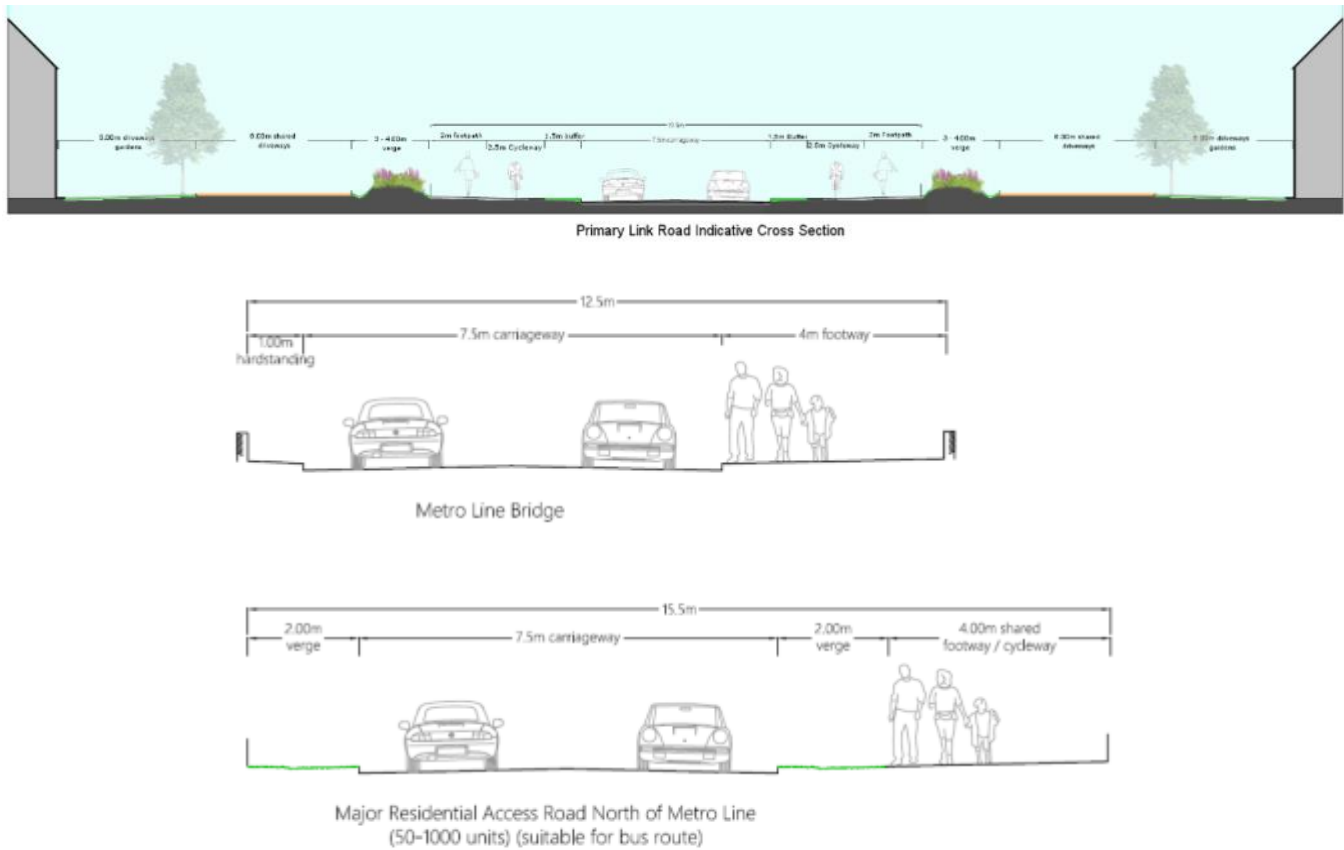
Streets make up a large part of the public realm and the treatment and quality of streets can contribute significantly to the built environment. The design and street hierarchy should reflect the importance of each road type in the site. The types of streets are set out on the plan below and are described further in the following text.



8.2.1 Primary Feature Street

The primary feature street is the Link Road running north-south through Murton Gap. The road will need to perform as a strategic link road but must also provide a safe and attractive highway environment. The Masterplan allows for a 36 – 40 metre corridor within which the road will be designed, including cycle lanes and bus stops, key pedestrian crossing points for community connections, and side access roads.

Cross sections of Primary Feature Street (indicative only)



Design Principles:

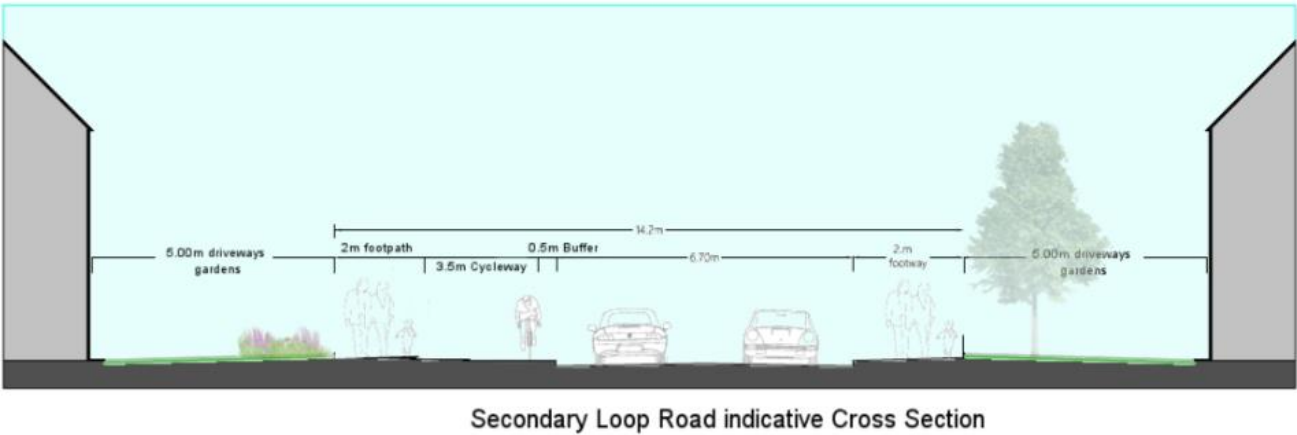
- The route requires residential frontages and should clearly provide a visual connection with the new communities it will pass through. The corridor should incorporate appropriate separation of sensitive frontages from the highway by green spaces and landscape, in itself adding a distinct character and value to those properties.
- The highway through the Primary Feature Street should be designed to be a 30 mph corridor as it passes through the development south of the Metro line; the speed limit will increase to 40 mph to the north of the Metro line.
- Landscaped verges should be to each side of the road which can accommodate planting, such as native hedgerows, trees and wildflower grass areas, with an adequate set back of buildings. The landscape design should maximise landscape connectivity along the road corridor.
- A 4 metre shared pedestrian and cycle paths to be located to one side of the road.

- The design of the corridor should aim to minimise statutory impacts from noise and air pollution but as appropriate building designs should address and mitigate potential impacts for inhabitants.
- Distinctive corner units should be incorporated to ensure continued architectural interest and passive surveillance.
- No in curtilage parking accessed directly off the road will be permitted.
- Boundary treatments and street furniture should be consistent along the entirety of the route to the south of the Metro line. To the north of the Metro line, the boundary to the road should maximise potential for planting and biodiversity enhancement and ensure the road is appropriate to its setting within the Green Belt entirety.
- Designed to accommodate buses with frequent sheltered bus stops.
- Building heights should mostly be 2 to 2.5 storeys with opportunities for feature 3 storey buildings.
- The road will be punctuated by roundabouts and feature points to create an attractive and recognisable street.
- The road should generally have a straight alignment.
- Carriageway material will be rolled asphalt but should be broken up at key junctions and feature points with other suitable materials. Footways will be dense bitumen.

8.2.2 Secondary Feature Street

The secondary feature street, as identified in the Masterplan, provides a site wide function to provide access east to west across the site and also to provide access to the Primary School. The Masterplan allows for a 15 metre corridor within which the road will be designed, including cycle and bus stops, key pedestrian crossing points for strong community connections, and side access roads.

Cross sections of Secondary Feature Street (indicative only)



Design Principles:

- Limited curtilage parking accessed directly off the road.
- 30 mph corridor designed for smooth movement.
- Grass verges on one side with selective feature planting to create focal points whilst contributing to the wider green infrastructure.
- Boundary treatments and street furniture should be consistent along its entirety.

- Designed to accommodate buses with suitable bus stops.
- The road should be punctuated to create feature points to create an attractive and recognisable street.
- Building heights should mostly be 2 to 2.5 storeys.
- Designated shared pedestrian and cycle way to one side of the road measuring 3 metres. Pedestrian path on adjacent side of road measuring 2.5 metres.
- Carriageway material will be rolled asphalt but should be broken up at key junctions and feature points with other suitable materials. Footways will be dense bitumen. Visitor car parking will be enhanced in suitable adoptable material, such as block paving, to improve the street scene.

8.2.3 Murton Lane

Part of Murton Lane will be downgraded to a footpath. This relates to the area shown below from the A191 to the Secondary Road. In this area, traffic will be diverted to use the new link road. An alternative access to Murton Village is from the existing access from New York Road where the road and the junction with New York Road and Westminster Avenue is proposed to be upgraded. This will require the demolition of New York Forge.



Area of Murton Lane to be downgraded

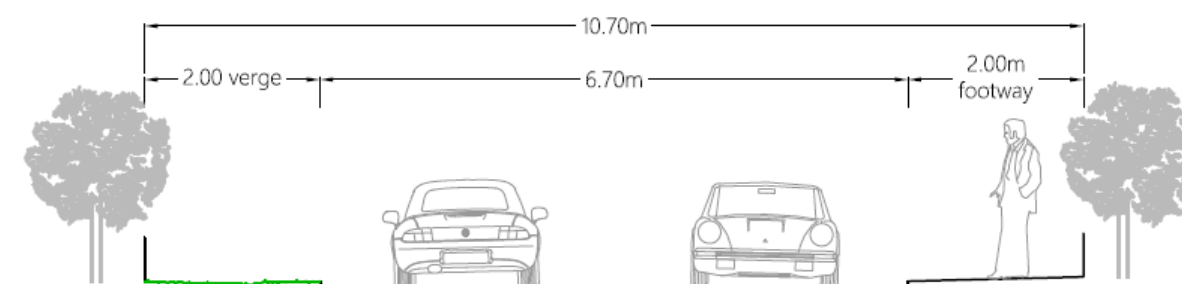


Area of Murton Lane to be upgraded

A cross section of the down graded part of Murton Lane (indicative only)



A cross section of the upgraded part of Murton Lane (indicative only)



Murton Lane - New York Road Link

Design Principles:

- The route requires residential frontages to the east side.
- No in curtilage parking accessed directly off the road will be permitted.
- The carriageway will be 6.7 metre wide. A 2 metre verge to one side of the carriageway and a 2 metre footway on the other side.
- Retention of hedgerows.

8.2.4 Residential Streets

These streets should be designed to be clearly read as of a lower level in the street hierarchy. They should be designed for low traffic speeds to create a more intimate, pedestrian friendly character.

Design Principles:

- Space will be created for curtilage tree planting. This can be located in private residential gardens, between visitor parking or integrated into the public realm.
- Separate pedestrian pavement and integrated car and cycle way.
- Car parking designed to support the street scene. Visitor car parking should be distributed in evenly across the site.
- Roads should be 5.5 metres with a 2 metre pavement on either side. In some locations it may be appropriate to drop a footpath from a side to increase the open feel and reduce hard standing.
- Building heights will mostly be 2 - 2.5 storeys.
- Carriageway material will be rolled asphalt but should be broken up at key junctions and feature points with other suitable materials. Footways will be dense bitumen or concrete pavers. Visitor car parking will be enhanced in suitable adoptable material, such as block paving, to improve the street scene.

8.2.5 Green Lanes

These streets will be located at the edges of character areas and generally fronting onto green spaces where the intention is to minimise vehicular dominance.

Design Principles:

- Green lanes will include native hedgerows, tree and shrub planting (may be part of residential gardens) to create a rural appearance and give priority to pedestrians and cyclists.

- Where there are low traffic demands, streets will be adopted shared surfaces or private drives. In these area surfaces should be block paving.

8.3 Significant Buildings

Significant buildings will contribute towards a positive image for Murton Gap. These buildings should be designed to reflect innovative and high quality design. Significant buildings in the site are identified below:

8.3.1 Primary School

The school will be integrated within residential neighbourhoods, and connected by safe movement routes. The public face should be high profile and the facilities should be encouraged to contribute to the local area through play spaces and community uses.

Key principles are set out below for the design of the school:

- Whilst set back from the secondary highway, direct and easy pedestrian and cycle access from the secondary highway and associated public transport provision should be afforded.
- The school must reflect the social and civic character of its location and have a visible whilst sensitive appearance from the street and adjacent Parkland – reinforced by appropriate planting and landscaping to ensure the school provides sense of place and would act as a reference point within the development.
- The layout of the school site should minimise issues of noise to surrounding houses.
- Location of servicing should not impact on neighbouring properties or the highway.
- The site should have good connections to the pedestrian network, to encourage safe walking routes.
- Boundaries should make the school secure but respond to the surroundings.
- Scale and massing should positively contribute to the surrounding area. The buildings footprint should allow for future flexibility.
- The approaches to the school and entrances should be welcoming and promote a sense of inclusion.
- Bus stops should be located close to the entrance to the school.
- Drop off and pick up points should be located outside of the school and minimise potential traffic impacts for nearby residents.

8.3.2 Local Retail Hub

The local retail hub will form part of the community hub character area. The provision of approximately 1,000 square metres of retail floor space is proposed.

Key principles are set out below for the design of the local retail hub:

- There is an opportunity in this area for buildings to up to 3-4 storeys in height, with the potential for mixed use structures providing retail units on ground floor and office or residential accommodation above.
- The retail hub requires integration of relevant parking, close bus stops and integrated loading areas. The area should be designed to be easily accessible by foot, public

transport and car. There may be a reduced need for car parking due to the close proximity of the housing and the new Metro Station. Discussions with the Council's Highways Team should take place during the preparation of detailed plans to discuss further.

- Appropriate uses include:
 - Class A1 – shops and retail outlets
 - Class A2 – professional services (on upper floors)
 - Class A3 – food and drink
 - Class A4 – drinking establishments
 - Class D1 – health clinics, GP, Pharmacy or Day nurseries
- The retail hub may be made up of one or more buildings. These should be laid out in a formal structure and be sited to be easily visible.
- The appearance should complement residential accommodation around the hub but also be designed to provide a distinctive landmark.
- The units should provide flexible space that could be combined to provide larger units.
- Vehicular servicing, for deliveries and refuse collection should be located away from the public realm.
- Formal landscaping should complement and enhance the retail hub.

8.3.3 Buildings at Entrance Points into the Site

Buildings at the access points to the site have an important function through creating a welcoming entrance and also proving an indication of the design ideals for the wider site. The key gateways into Murton Gap are from:

- Metro to the north
- Link road to the south from Shiremoor
- Link road to the north from Earsdon
- Murton Lane to the south from New York
- Rake Lane to the south

Key design principles are set out below for buildings at entrance points into the site:

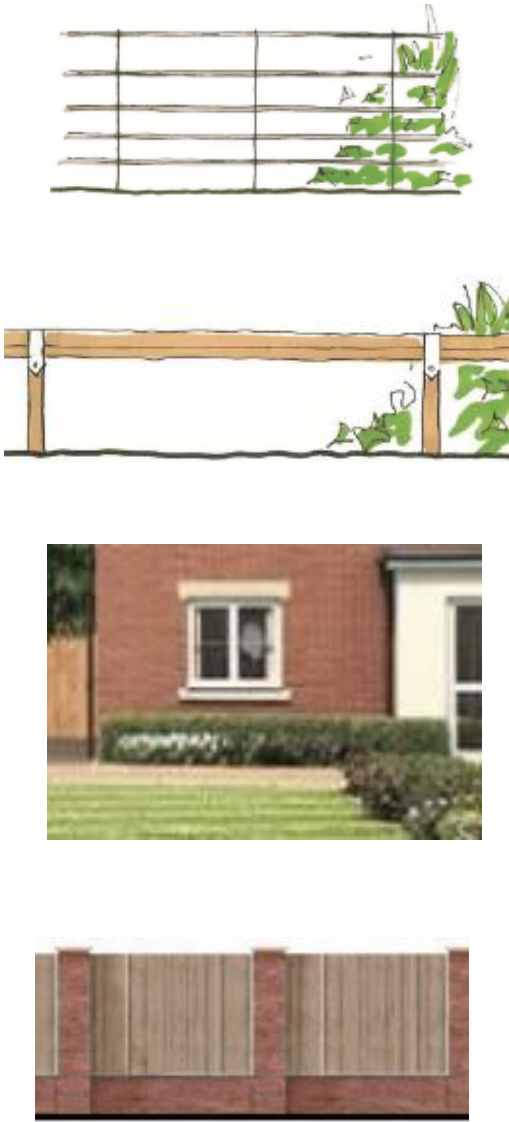
- Building heights can be up to 3 storeys to help create distinctive arrival points that create an early impression to visitors. Buildings should be of an appropriate scale and massing to address the road frontage to ensure that a unique sense of arrival is achieved.
- The appearance of buildings should showcase interesting forms of architectural design.
- The public realm should use creative and innovative design with complimentary landscaping.
- Specifically designed corner turner units should be used to avoid street entrances being dominated by blank gables and high back garden fences and walls.
- Public art may be appropriate in these locations.

8.4 Boundary Treatments

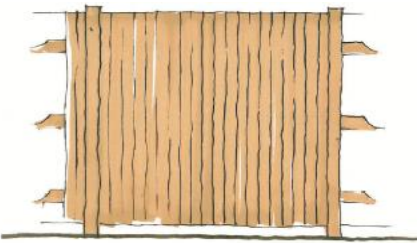
Various boundary treatments reflective of the character and density of each area should be applied consistently to provide a unifying element to the public realm across the whole site. This is particularly important where different developers are constructing houses on the same streets. Boundary treatments also offer the potential to help shape different character areas to reflect the setting.

In the identified settings below, the following boundary treatments are recommended. These are designed to create attractive boundaries while allowing good potential for surveillance of public spaces and routes.

Front gardens on main routes	Estate railings with informal and formal hedges behind
Front gardens facing open space	Low timber fencing
Front gardens in small residential streets	Soft verges with ornamental planting, hedges and trees
Rear Gardens in visible locations	Feature wall with optional timber infill panels



Rear gardens not visible from the public realm	Timber fencing at 1 - 1.8 metres
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8.5 Edges and Buffer Areas

The edges of Murton Gap require sensitive treatment to ensure a positive relationship with existing development. Existing neighbourhoods have strong established identities and communities. These must be protected, through sensitive planning, to prevent coalescence of neighbourhoods, whilst also offering connectivity between settlements. To respond to these issues, green buffers and planting will feature between existing and new development around the edges of the site. Buffer areas should reinforce privacy between new and existing housing. Where these are wide they should also offer high quality, safe routes and spaces for amenity and leisure. An edge study analysis has been carried out to assess the boundaries on the site and inform indicative plans for these buffer areas.

Design Principles:

- Buffer areas should form a meaningful space with a natural landscape character with native landscaping.
- New development should generally front onto buffer areas.
- Development should generally avoid high density built forms towards the edges of the site – other than identified primary points of access and key features.
- Pedestrian and cycle links should be included, where feasible, in buffer areas.
- Existing rear boundaries will be reinforced with landscaping, providing privacy and security for residents.

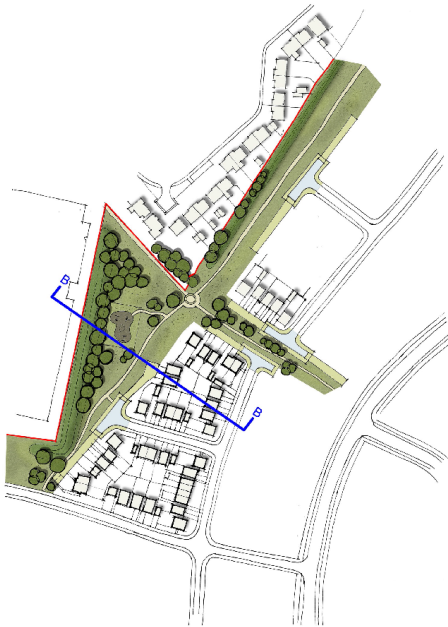
Example Cross Sections: A-A Rear of Langley Avenue, B-B Rear of Boundary Mill



SECTION A-A



KEY PLAN SECTION A-A (NTS)



KEY PLAN SECTION B-B (NTS)



KEY PLAN (NTS)



SECTION B-B

10' 0" 20' 0" 30' 0" 40' 0" 50' 0" 60' 0" 70' 0" 80' 0" 90' 0" 100' 0" 110' 0" 120' 0" 130' 0" 140' 0" 150' 0" 160' 0" 170' 0" 180' 0" 190' 0" 200' 0" 210' 0" 220' 0" 230' 0" 240' 0" 250' 0" 260' 0" 270' 0" 280' 0" 290' 0" 300' 0" 310' 0" 320' 0" 330' 0" 340' 0" 350' 0" 360' 0" 370' 0" 380' 0" 390' 0" 400' 0" 410' 0" 420' 0" 430' 0" 440' 0" 450' 0" 460' 0" 470' 0" 480' 0" 490' 0" 500' 0" 510' 0" 520' 0" 530' 0" 540' 0" 550' 0" 560' 0" 570' 0" 580' 0" 590' 0" 600' 0" 610' 0" 620' 0" 630' 0" 640' 0" 650' 0" 660' 0" 670' 0" 680' 0" 690' 0" 700' 0" 710' 0" 720' 0" 730' 0" 740' 0" 750' 0" 760' 0" 770' 0" 780' 0" 790' 0" 800' 0" 810' 0" 820' 0" 830' 0" 840' 0" 850' 0" 860' 0" 870' 0" 880' 0" 890' 0" 900' 0" 910' 0" 920' 0" 930' 0" 940' 0" 950' 0" 960' 0" 970' 0" 980' 0" 990' 0" 1000' 0"

Murton Masterplan

Edge Study - Proposed Sections

595-TNE	SD-40.01
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SECTION E-E

SECTION E-E



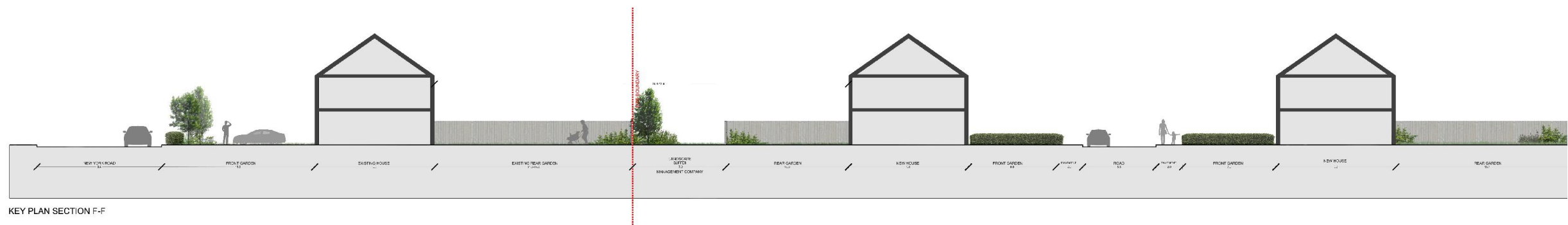
KEY PLAN SECTION E-E (NTS)



KEY PLAN SECTION F-F (NTS)



KEY PLAN (NTS)



KEY PLAN SECTION F-F

8.6 Open Space and SUDs

The presence and accessibility to open space will be the predominant characteristic of the site as a whole. A range of open spaces will be landscaped and designed as communal open space, wildlife corridors, parkland, SUDs and areas containing planting and trees. This will encompass a strong network of recreational routes connecting open spaces within the site, and promoting links to the wider countryside and other key areas of open space elsewhere in North Tyneside, such as Silverlink Biodiversity Park. All accessible open spaces should generally have clearly defined role to maximise its use and help provide a sense of place at Murton Gap and the potential of such spaces to contribute to the health and wellbeing of existing and new residents.

8.6.1 Amenity Green Space

These areas should be located in areas nearest to housing which allow them to be more accessible while also being further away from areas which are designed for biodiversity. In these areas the design should:

- Provide opportunities for informal play.
- Have good pedestrian connections.
- Incorporate waste bins and seating.

8.6.2 Feature Green Spaces

These spaces will feature within each character area. Each will be individually designed to create focal points within the development and each with a distinct character to create a sense of place and assist with legibility. In these areas the design should:

- Use landscaping to provide distinct characters and aid legibility. For example tree species could be focussed into clusters of single species for each feature green space such as limes planted entirely in one area and oaks planted in another.
- Layout of houses and associated boundary treatments should be designed to frame the spaces.

8.6.3 SUDs

Within areas of open space, SUDs will be used to hold and restrict the discharge of water. The SUDs system should be designed with a variety of features such as basins, wetland with reed and other aquatic vegetation cover, swales and new open ditches to act as water conduits.

SUDs should utilise existing low points which are susceptible to ponding and other SUDs should be created in new areas to provide catchment from adjacent development areas.

SUDs should form an integrate part of the sites landscape strategy and follow the design principles below: :

- Designed to be attractive and to enhance biodiversity and the natural environment.
- SUDs should be designed in such a way that prevents them from becoming a bird attracting feature. There is a general presumption against the creation of open water bodies within 13 km of Newcastle Airport. Any permanent open water bodies associated with the scheme should be designed in accordance with bird strike risk protocol. This can take the form of reed beds, with the fencing or other temporary measures until the reed beds become established.
- Detention basins are encouraged which will be used to attenuate the peak flow from a rainfall event. These are open, areas of grass that will normally be dry, except after

major storm events. In heavy rainfall they will be used to store water for a short time. These areas can be multifunctional, designed to be used as general open space for leisure and recreation throughout most of the year.

- The existing pattern of ditches on the site should be widened where necessary and having regard to the drainage strategy. These will have a dual role in connecting water bodies and creating wildlife links.

8.6.4 Wildlife Areas

Sufficient provision must be made on site for the creation of biodiversity value to ensure a rich and diverse range of habitat and species. Such areas will be specifically designed and in some instances will have limited public access. In these areas the design should:

- Planting should include an appropriate mixture of diverse wildflower grassland, native woodland, scrub planting, native trees, woodland edge planting and wetland marginal planting.
- Enhance the connectivity and functionality of designated wildlife corridors and green links.
- Improve habitat opportunities for wildlife including Local Biodiversity Action Plan species.

8.6.5 Play Area

The site should include a mixture of informal play areas and 2 equipped areas for play. The detailed design of the play areas should be developed in liaison with North Tyneside Council to ensure an appropriate range of play experiences. Equipped areas of play should be designed to address the key principles below:

- Appropriately located and laid out with safe surfacing and boundary fencing.
- Be in visually prominent positions within the development.
- Be located so that a play space can be reached within reasonable walking distance of the identified catchment area.
- Provide a range of play equipment suitable for children of different ages.

8.6.6 Allotments

Allotments will be located around Murton Gap providing walkable access for residents throughout all the development. The detailed design of the allotments will be developed in liaison with North Tyneside Council, however in general allotments should be designed in accordance with the good allotment standard which includes:

- Good site access.
- Good security.
- Well-maintained paths.
- Adequate water provision.

To ensure that allotments sit comfortably within the landscape, hedges should be planted to edges of all allotment sites. These should be of a sufficient depth and height to avoid boundary fences being a dominant feature.

8.6.7 Landscape Setting

To improve the landscape setting of character areas across the site, the following design principles should be followed:

- Retain and protect existing tree groups, copses and field boundaries. These features should be considered as opportunities for movement corridors and green links for

residents, wildlife and water. For example, potential to incorporate swales/ditches to link to wider SUDs areas.

- Appropriate landscaping to be provided within front gardens, including hedges and shrubs. Provision of some back garden trees to be considered, consider fruiting trees.
- Enhance retained landscape features to create strong frontages and enhance route ways.
- Set back development behind green verges and tree planting where appropriate to create an attractive streetscape.

9. DELIVERY

9.1 Securing Comprehensive Delivery

This Masterplan seeks to provide a framework upon which the Murton Gap site can be delivered in full with appropriate delivery of infrastructure at the right time to address the impacts of growth. Crucial to this is recognising the requirement and expectation of co-operation between landowners and recognition that the overall suitability of delivery at any part of the site is dependent upon securing the full infrastructure requirements of the site as a whole, based upon an approximate capacity of 3,000 homes, and other facilities. To facilitate this an indicative phasing plan, infrastructure delivery schedule has been developed. This guidance provides an outline and understanding of what infrastructure requirements might arise with each phase of development and will require specific detailed consideration as part of future planning applications.

Due to the site wide shared infrastructure, the Council's preferred approach is for an outline planning application to be submitted for the whole development. However, due to the site being in multiple land ownerships, it is recognised that separate planning applications may come forward for different areas. In order to avoid the piecemeal and poorly integrated development of the site, applicants are expected to demonstrate how the proposed development would contribute to the vision and development objectives for the site. In addition, applicants will be expected to demonstrate how the development would not prejudice the overall proposals and objectives of the Masterplan. Applicants should use their Design and Access Statement and Planning Statements to not only demonstrate how they have incorporated high standards of design but also to explain how the proposed development would fit together with, and help deliver, the wider Masterplan, including necessary infrastructure. Any application will need to be in line with a Comprehensive Drainage Strategy and Landscape Masterplan for the whole site.

The Council will expect planning applications for individual phases/parcels of land to demonstrate how their proposals would be integrated with the wider site. Proposals will be required to demonstrate how they will provide vehicular access to the individual sites and provide detailed layouts of all other necessary highway infrastructure and pedestrian/cycle links with adjacent sites. Other design considerations will also need to be demonstrated, such as how the application would enable the provision will contribute towards the Masterplan street hierarchy plan, would need to be demonstrated. This could be achieved through the submission of a Layout Plan, which provides detailed parcel design work and demonstrates how the design principles of the design code will be met within the planning application red line boundary.

The Council will seek to ensure that any parts of the site reliant on access over third party land are unlocked for development. In determining applications, the Council will need to be satisfied that development of individual parcels will not sterilise or frustrate delivery of other parts of the site. Conditions and legal agreements may be used to ensure specific actions are taken to ensure the delivery of the whole site.

9.2 Housing Distribution

The approach to the distribution of housing numbers across the site needs to be carefully considered to ensure Policy S4.4(a) is complied with. An indication of the delivery of the housing across the site is provided below.

- Phase 1: approximately 1020
- Phase 2: approximately 1254
- Phase 3: approximately 726

A site wide density range parameter plan that demonstrates approximately 3000 houses across the site, will be submitted and agreed (either as part of an overarching EIA or planning application) which demonstrates how the application conforms to Policy S4.4 (a). Subsequent applications will need to demonstrate conformity with this housing distribution plan. Any variations from the above will need to be robustly explained and justified. The implementation of this will ensure that the Council maintain control over the site in order to ensure the comprehensive development of the site.

9.3 Indicative Phasing Plan

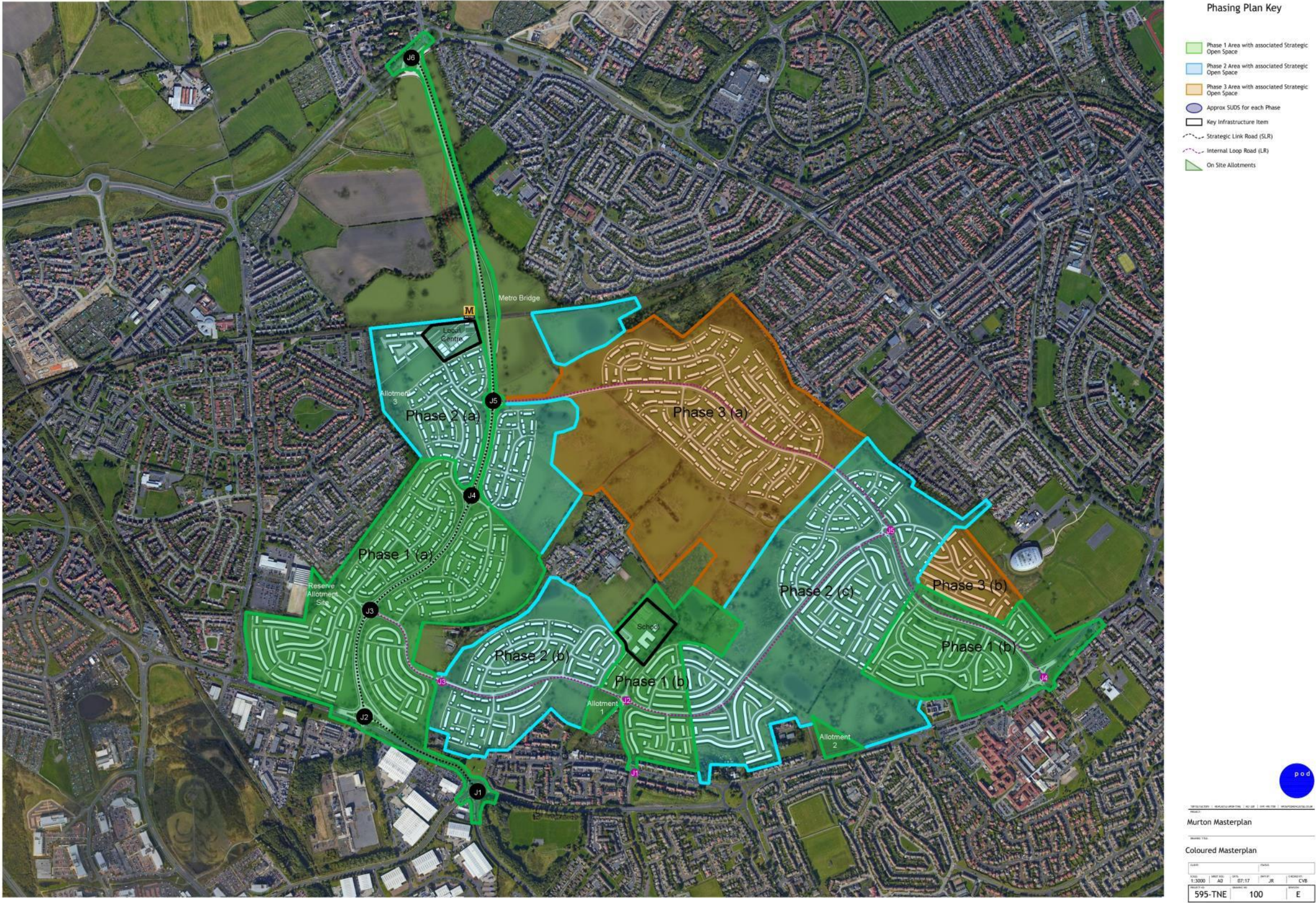
The phasing will see the development delivered across 3 approximate phases over a 15 year period as indicated on the plan, with the necessary infrastructure delivered be in general accordance with the Infrastructure Delivery Schedule.

The phasing of the development will be crucial for co-ordinating and ensuring the success of the sites. The Phasing Plan takes into account the need for infrastructure to be provided in a timely manner. It also reflects the need to support the development of communities and to avoid, as far as possible, the creation of pockets of development that are isolated from existing or proposed services and facilities.

The Phasing Plan allows for development occurring from multiple outlets simultaneously. The indicative sequence of phasing is shown in the phasing plan – phases will run concurrently and some may overlap depending on specific developer's programmes. This approach will ensure a measured and steady delivery of housing in line with the Council's annual housing target.

As this development is expected to take place over 15 years, it is acknowledged that it is difficult to accurately plan how the development will come forward. The Phasing Plan should therefore be regarded as indicative and will be applied with a degree of flexibility to enable the development to respond to changing circumstances over time. The Council's overriding consideration for delivery of specific parcels of land will be to ensure that the infrastructure necessary to support those homes is in place or will be delivered the overarching principles set out in this Masterplan are achieved.

Indicative Phasing Plan



9.4 Infrastructure Delivery Schedule

The infrastructure delivery schedule is based upon the identified character areas across the site and the broad phasing plan in order to determine the likely timescales for the delivery of key infrastructure projects on the site. Within the Masterplan there are 3 phases of development:

- Phase 1 is expected to range from 2018 – 2023.
- Phase 2 is expected to range from 2023 – 2027.
- Phase 3 is expected to range from 2027 – 2031.

As applications come forward there will be more detailed phasing plans will be provided however the general phasing should accord with the above. Trigger points will be established during the planning application process. The trigger points should be based triggers such as number of units occupied.

In delivery the sites required infrastructure, no one development area should compromise the delivery of another part of the site.

The infrastructure delivery schedule below only relates to onsite infrastructure. Planning Contributions or a Section 278 agreement will be required for off site works which will be secured through the planning application process.

Character area 1: Community Hub	
Infrastructure	Delivery
Local Equipped Area for Play of 600 sqm to 800 sqm.	Phase 2
Metro Station	Phase 2 / 3 (subject to Nexus Plan)
Local area of open space	Phase 2
Murton Link Road (from the A186 to the A191) including the bridge over Metro line. The link road will also include the principle pedestrian and cycleway.	End of Phase 1
Local Centre – delivery of approximately 1,000 sqm of convenience retail space.	Phase 3.
Pedestrian and cycle route linking principle pedestrian and cycleway with Shiremoor Centre / Shiremoor Metro station.	Phase 1
36 Allotments to the west of the community hub	Phases 2 and 3
Bus service	Phase 1

Character area 2: Parkland	
Infrastructure	Delivery
General green space to provide opportunities for informal areas for play and recreation.	Phase 1, 2 and 3
Natural and semi-natural green spaces.	Phase 1, 2 and 3
Pedestrian and cycle link (M12) to the east of Murton Village from the proposed Metro station in the north to A191 corridor and North Tyneside General Hospital to the south.	Phase 3
Existing bridleway improvements (M15)	Phase 3
SUDs	When needed to drain specific phase
41 Allotments to the north of Rake Lane	Phase 1
Landscaping around Murton Village.	Phase 1

Character area 3: North East Edge	
Infrastructure	Delivery
Secondary pedestrian and cycleway (M8)	Phase 3
Bus service	Phase 3
SUDs	When needed to drain specific phase

Character area 4: South East	
Infrastructure	Delivery
Landscaping around Rake House Farm	Phase 1
Strategic Equipped Area for Play of 1,000 sqm to 1,600 sqm	Phase 2
A junction at the existing roundabout on Rake Lane, opposite the North Tyneside General Hospital.	Phase 1
Secondary pedestrian and cycle route (M17) located alongside the secondary distributor road	Phase 1 and 2
On site Pedestrian and cycleway (M10) linking secondary distributor with Monkseaton Town Centre and Monkseaton Middle School.	End of Phase 2
Bus service on secondary road	Phase 1
M11 Pedestrian and cycle route linking secondary distributor with Monkseaton High School / Foxhunters playing fields.	Phase 2
SUDs	Phase 2
Bus service	Phase 1

Character area 5: Southern Edge	
Infrastructure	Delivery
Primary School	Start of phase 2 – after the completion of

	1021 units. The school will require a 4 year programme in terms of planning, commissioning, construction and opening which should be planned into timescales.
Junction that connects with the existing A191 underpass in New York.	Phase 1
Secondary pedestrian and cycleway (M17) located alongside the secondary distributor road.	Phase 1 and 2
22 Allotments on to the north of New York	Phase 2
Pedestrian and Cycle improvements (M15) utilising existing route of Murton Lane between Murton Village and New York Village.	Phase 1

Character area 6: Western Edge	
Infrastructure	Delivery
Murton Link Road (from the A186 to the A191) including a principle pedestrian and cycleway.	End of Phase 1
Pedestrian and cycle route (M16) linking principle pedestrian and cycleway with Shiremoor South / Boundary Mills Retail Centre and beyond to Killingworth Moor site.	Phase 1

9.5 Developer Contributions

A Site Specific Infrastructure Delivery Plan (IDP) has been produced to co-ordinate the delivery of the infrastructure which is necessary to support the development on Murton Gap. The IDP draws upon the evidence base prepared to support the preparation of the Masterplan. The IDP can viewed on the Council's Website under [Site Specific Evidence](#). The infrastructure requirements for the site are set out in section 6 of this document.

A further engagement exercise currently being undertaken with the Council's Service areas to determine the full need of requirements and associated financial contributions. The contributions are subject to change through this process. North Tyneside currently meets the infrastructure needs from new development on an application by application basis and has adopted a guidance document on planning obligations (LDD8). The Community Infrastructure Levy (CIL) is currently being progressed and may be used to secure appropriate infrastructure.

9.6 Community Engagement

As part of the Masterplan preparation, a four week public Engagement was undertaken from the 23rd October – 20th November 2017. This engagement has supported development of a Masterplan scheme that reflects, as far as possible, the wishes and aspirations of all key stakeholders.

An Engagement Statement has been produced that out a summary of the main issues raised by representations and how they will be addressed. The detailed planning application(s) will include further public engagement to address matters not previously informed by engagement on the Masterplan; however each application will be in conformity with the agreed Masterplan.

9.7 Planning Application Requirements

The information below sets out the requirements of information necessary to validate a planning application for the site. This is applicable to an outline, hybrid and full planning application. This information should be considered a guide only. Further information may be requested to support a planning application.

Completed planning application form	Yes
Location plan	Yes
Site Plan	Yes
Completed Ownership Certificate (A, B, C, D)	Yes
Completed Agricultural Holdings Certificate	Yes
Appropriate fee	Yes
Design and Access Statement*1	Yes

Application Plans	Yes
Affordable Housing Statement	Yes
Air Quality Assessment	Yes
Archaeological Assessments – Specifically archaeological fieldwork	Yes
Coal Mining Risk and Mineral Safeguarding Assessment*2	Yes
Ecological Survey Assessment and Mitigation Report & Protected Species Survey	Yes
Flood Risk and Drainage Assessment*3	Yes
Heritage Statement	Yes
Land Contamination Assessment	Yes
Landscaping Details*4	Yes
Marketing Information	No

Noise Assessment	Yes
Open Space Assessment	Yes
Planning Obligations – Draft Head of Terms	Yes
Planning Statement	Yes
Statement of Community Involvement*5	Yes
Structural Survey	No
Sustainability Statement	Yes
Telecommunications Development	No
Town Centre Use Assessment	No
Transport Assessments & Statements, Travel Plans, Parking and Highways	Yes
Tree Survey and/or Statement of Arboricultural Implications of Development	Yes
Ventilation / Extraction Details	Only for commercial units
Daylight/sunlight/Microclimate studies	No
Bird Hazard Risk Assessment and Management Plan	Yes

*1 The Design and Access Statement should identify and describe how buffer areas and edges of the site have been sensitively designed and respond to design principles in the Masterplan Guidance.

* 2 Coal Mining Risk should be informed by intrusive site investigations to locate the mine entries and establish any necessary no build zones around these features, in order that this information can inform any layout proposed.

*3 Applications should demonstrate how they fit in with the Comprehensive Drainage Strategy for the whole site.

*4 Applications should demonstrate how they fit in with the a Landscape Masterplan for the whole site. This should include details on planting to be retained, new planting and green spaces, soft landscaping, boundary treatments, footpath/cycleway enhancement/creation and surface water drainage infrastructure (including SUDs).

*5 Planning applications should demonstrate how the community have been engaged and consulted, and, how this has informed proposals. It is recommended that substantive matters not previously subject to engagement with the community, for example as part of the preparation of this Masterplan, should be published for engagement with the community.

Environmental Impact Assessment

Under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, the development proposed for at Murton Gap will require an Environmental Impact Assessment. If EIA is required, the Environmental Statement should be submitted along with the formal planning application.

9.8 Monitoring and Review

The effective implementation of the masterplan within the plan period will be monitored and reviewed. The monitoring will include the following criteria:

- Planning applications
- Housing delivery
- Infrastructure delivery and requirements
- Phasing
- Section 106 contributions
- Review any changing social and economic needs of North Tyneside which may affect the Masterplan.

Changes may be made to the approved Masterplan to reflect the results of the monitoring. The monitoring will be reported every 12 months. The report will identify where targets are being met and identify potential changes to the Masterplan where targets or infrastructure projects are not being met. The monitoring report will be made available to the public and will be available to view on the Council's website.

Appendix 1: Masterplan Supporting Surveys

- Strategic Concept Framework Plan, Pick Everard, 2015
- Murton Gap Outline Development Framework, ARUP, July 2016
- Public Transport Demand Scoping Study, Capita, May 2016
- North Tyneside Council Local Plan – Public Transport Demand Scoping Study, Capita, May 2016
- Murton Gap Project Viability and Delivery Report, North Tyneside Council, June 2016
- Murton Gap, Constraints and Topology, North Tyneside Council, 2015
- Murton Gap Retail Requirements Assessment, Capita, North Tyneside Council, 2015
- Murton Gap Heritage Statement, Capita, July 2015
- Murton Gap Archaeological Desk-based Assessment, Durham University Archaeological Services, February 2016
- Murton Gap Phase 1 Geo-Environmental Desk Study, Capita, August 2015
- Murton Gap Broad Scale Flood Risk Assessment and Drainage Strategy, Capita, August 2015
- Murton Gap Open Space Assessment, Capita, July 2005
- Extended Phase 1 Habitat Survey Report, BFG Ecology, 2015
- Murton Gap Developer Consortium Delivery Document, December 2015, Barton Wilmore
- North East Design Review Panel Report, Design_North East, September 2016
- North Tyneside Local Plan 2015 Examination in Public Matter 4 – Housing Land Supply and Delivery, Response on behalf of the Murton Gap Consortium, October 2016, Barton Wilmore.
- North Tyneside Local Plan, Strategic Sites, Pedestrian / Cycling Study, May 2016, Capita
- North Tyneside Local Plan, Murton Gap and Killingworth Moor, Site Specific Infrastructure Delivery Plan, June 2016, Capita
- Noise Constraints- Masterplanning, Wardel Armstrong, May 2017
- Tree Survey, Elliott Consultancy Ltd, July 2017
- Statement on Landscape and Visibility Issues, Robinson Landscape Design, October 2016

The Local Plan Strategic Allocations

Murton Gap and Killingworth Moor Masterplans

26 February 2019
Environment sub-committee



Working in partnership with
CAPITA

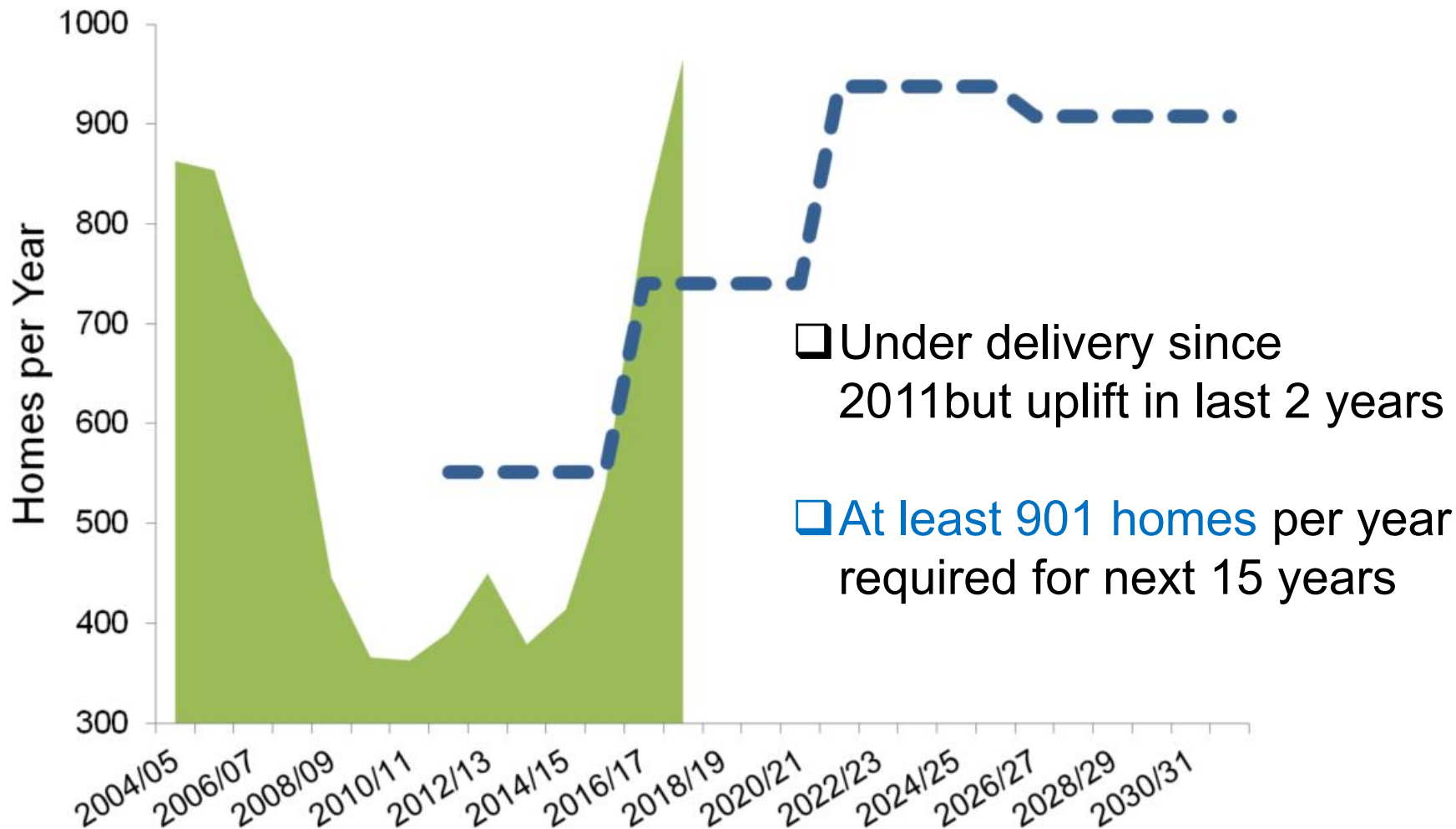
Strategic Allocation Masterplan – Policy Context

- ❑ **Allocated in a sound Local Plan** Final Planning Inspector's Report received in May 2017 confirmed the Plan was sound:
 - **Positively prepared**
 - **Justified**
 - **Effective**
 - **Consistent with National Policy and Guidance**
- ❑ **Local Plan** adopted by full Council in July 2017
- ❑ **Masterplans for each strategic allocation** adopted by Cabinet in December 2017



Strategic Allocation Masterplan – Policy Context

Housing Requirement



Strategic Allocation Masterplan – Policy Context

Housing Delivery

- ❑ The Local Plan allocates **70 specific sites identified**
- ❑ **The Strategic Allocations** of Killingworth Moor and Murton Gap provide a total of approximately 5,000 homes - 56% of total site specific capacity
- ❑ Strategic allocations the **preferred strategic approach** to green belt alternative
- ❑ **Sustainably located** and relatively accessible to employment growth and services

Strategic Allocations: Murton Gap and Killingworth Moor

- ❑ The overarching spatial strategy to meet identified growth was supported by the Planning Inspector

*The submitted spatial strategy and its identified strategic policy areas provide a **sound basis for sustainable development** including **the two proposed strategic sites...***

*The Council has undertaken **a thorough SHLAA exercise** which has considered a vast array of brownfield sites including... There is no compelling evidence that a significant brownfield site has been overlooked...*

Strategic Allocations: Policy framework

- ❑ Three specific policies in the Local Plan
 - S4.4(a) Murton Gap; S4.4(b) Killingworth Moor; S4.4(c) Applications for Delivery of Strategic Allocations
- ❑ **Concept Plans** approved by Full Council with adoption of Local Plan
- ❑ **Masterplans** required to ensure strategic approaches to development achieved
- ❑ **Planning applications** expected for all or part of both Killingworth Moor and Murton Gap in 2019

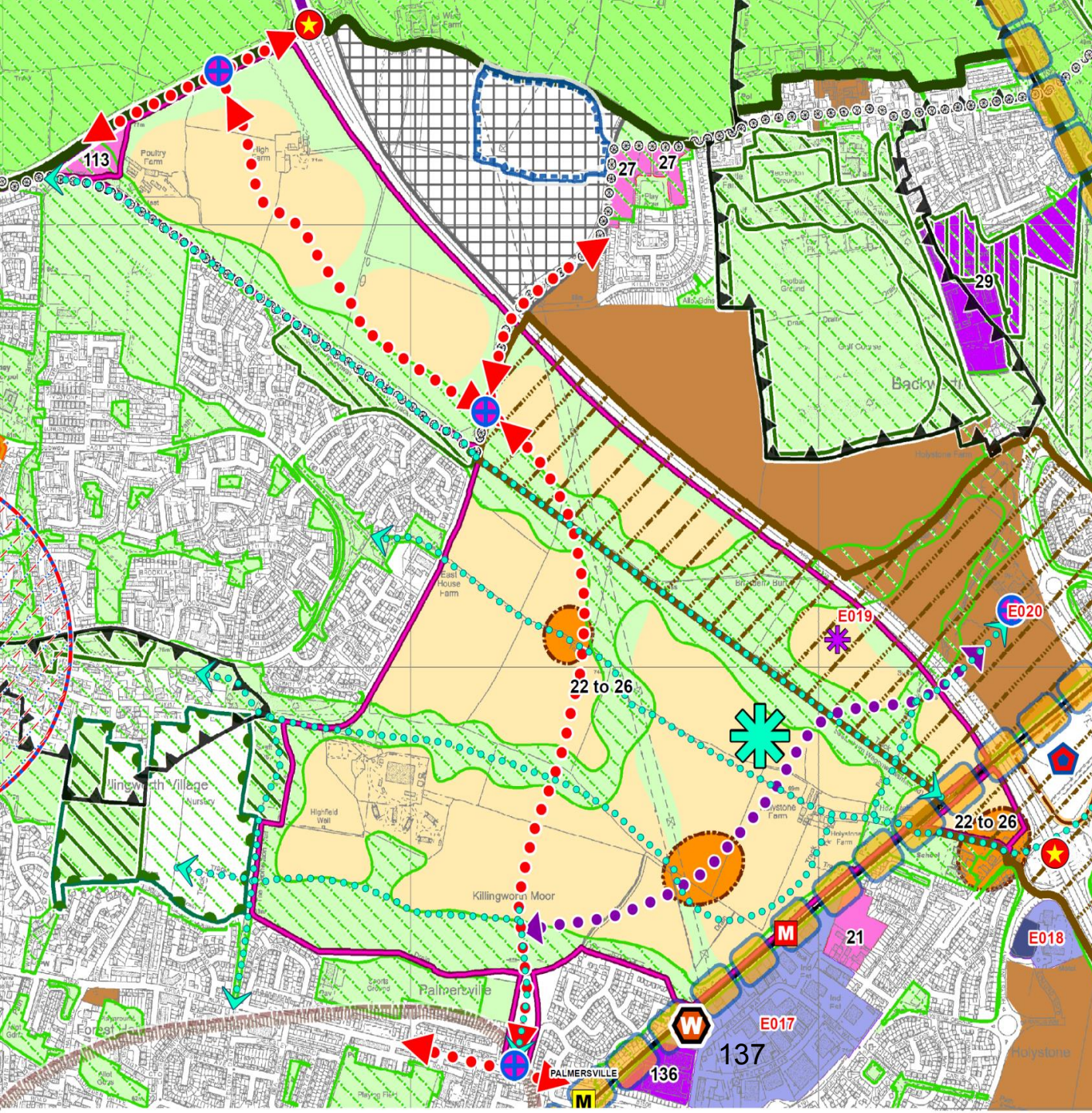
Strategic Allocations: Policy framework

- ❑ Indicative Concept Plans forming part of the Local Plan established an approach that aimed to:
 - **Protect** the identity of existing communities
 - **Deliver** new link roads and public transport to manage traffic, and protect air quality
 - **Provide** high quality access for walking and cycling
 - **Create** new primary schools and a secondary school
 - **Provide** local facilities, including health provision
 - **Ensure** effective drainage plans are in place to prevent any increased risk of flooding
 - **Include** open space for health, fitness and mental wellbeing, and for wildlife and biodiversity

Killingworth Moor Strategic Allocation

North
Tyneside
Local Plan
Policy (S4.4b)

Indicative
Concept Plan



Working in partnership with
CAPITA

Killingworth Moor Masterplan

Baseline map of Drainage and surface water

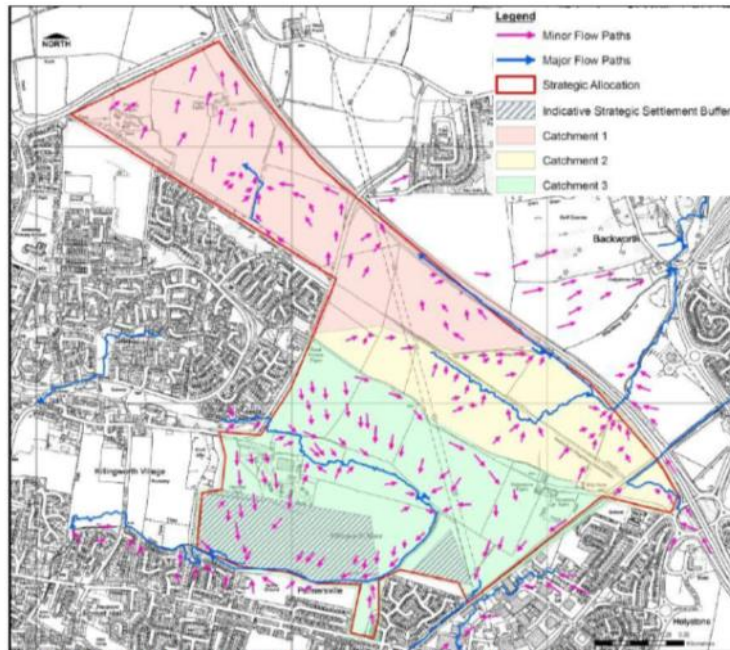


Figure 2: Existing surface water flowpaths at Killingworth Moor and surrounding area

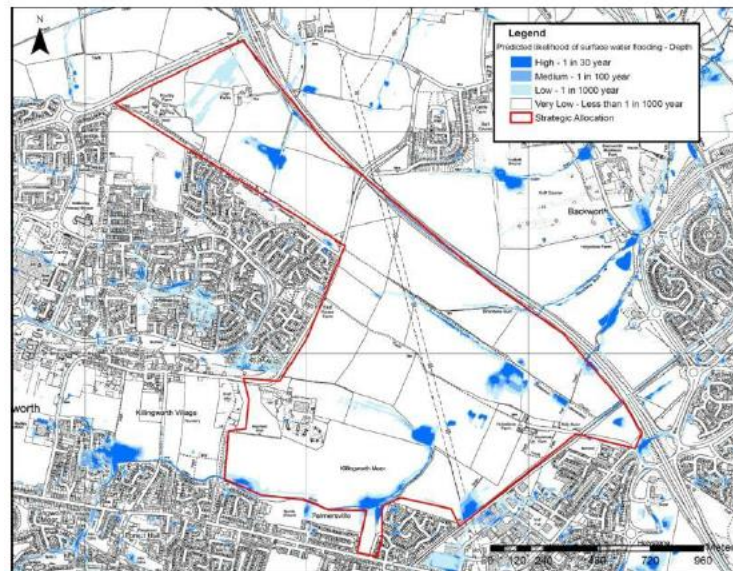


Figure 5: EA Updated flood map for surface water

Killingworth Moor Masterplan

Green Infrastructure

Green Infrastructure Key

- Natural Landscaping / Habitat Creation
- Formal Public Open Space (Grass)
- Playing Pitches
- Indicative SuDS / Wetlands
- Allotments
- Equipped Play (LEAP/NEAP)
- Segregated Pedestrian / Cycle Route
- Existing Waggonway (surfaced)
- Surfaced Pedestrian / Cycle Only Route
- Pedestrian / Cycle Crossing



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	Education
	Commercial
	Community
	Retail
	Residential
	Allotments

Final Masterplan Killingworth Moor Strategic Allocation

pod

Killingworth Moor

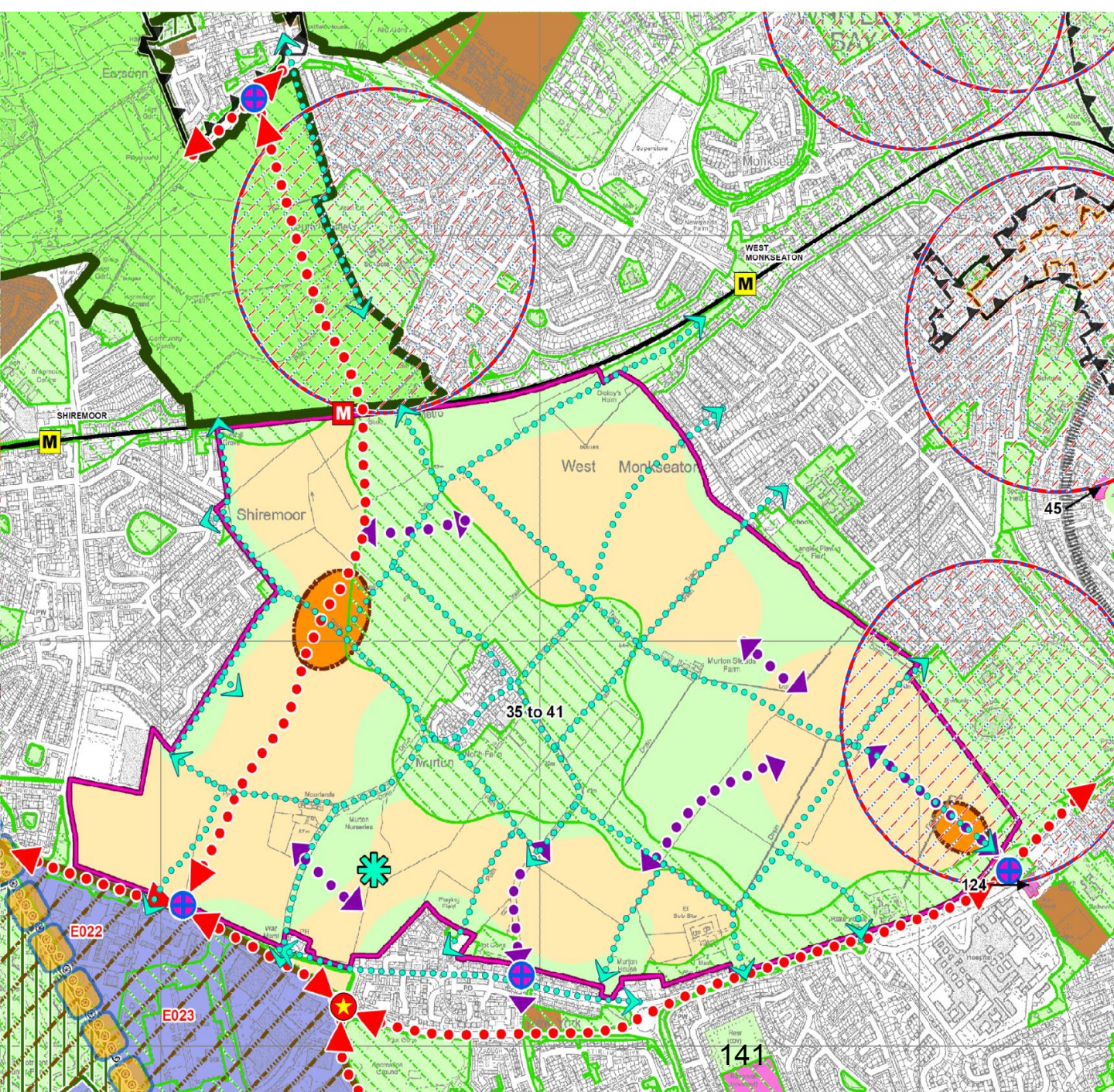
Proposed Concept Masterplan

Killingworth Moor Development		Consortia	Indicative
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Murton Gap Strategic Allocation

North Tyneside Local Plan Policy (S4.4a)

Indicative Concept Plan



Working in partnership with
CAPITA

Murton Gap Masterplan

Baseline map of drainage and surface water

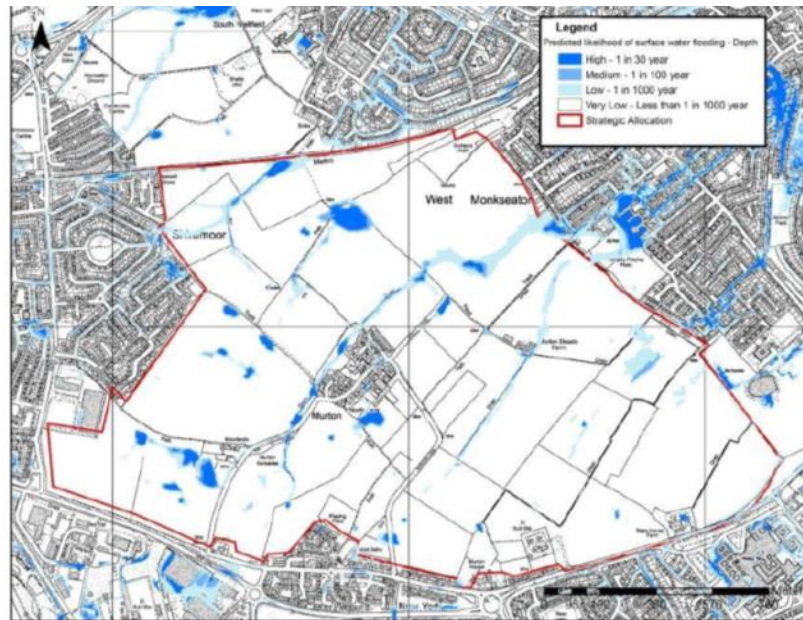


Figure 4: EA Updated flood map for surface water

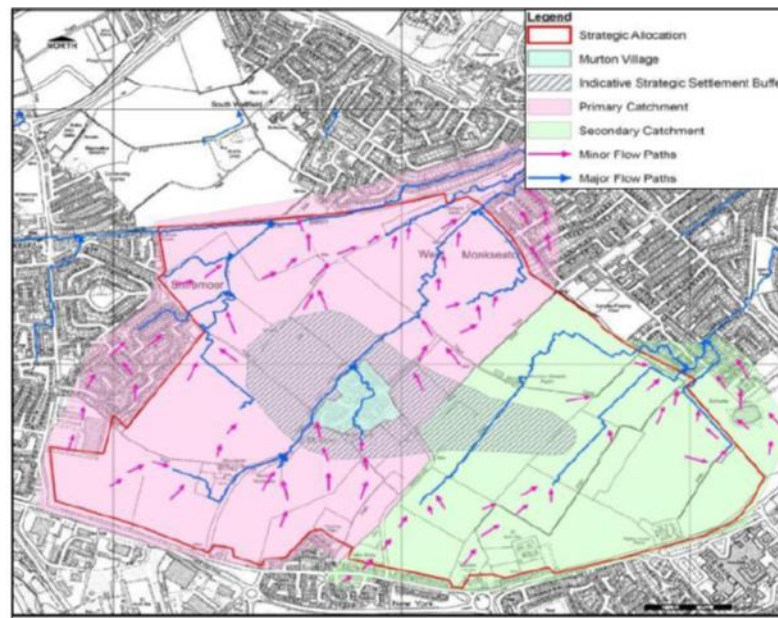


Figure 2: Existing surface water flowpaths at Murton Gap and surrounding lands

Murton Gap Masterplan

Indicative Green Infrastructure

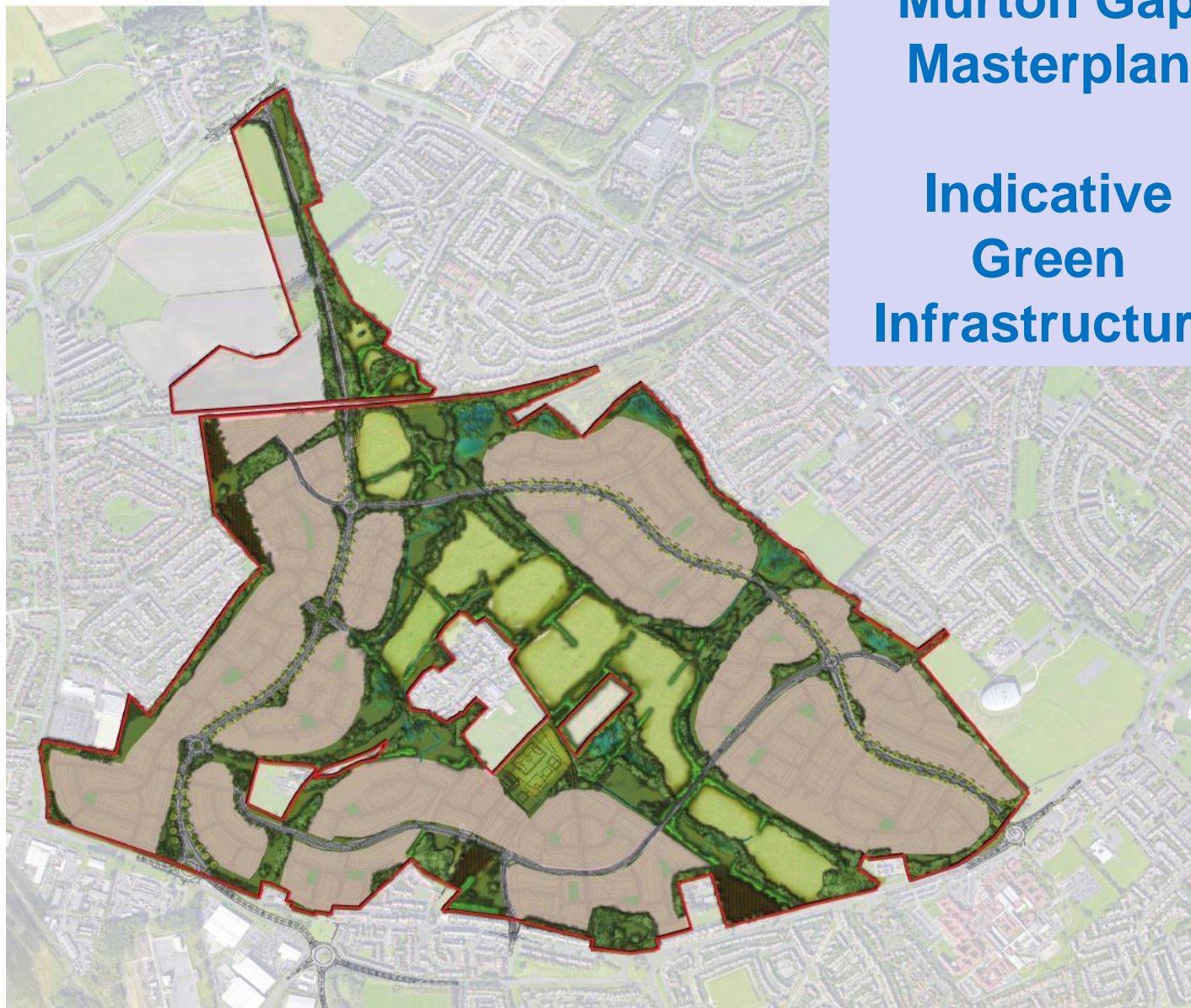


Figure 13 Landscape Strategy



Murton Gap Strategic Allocation



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Coloured Masterplan

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Conclusions and next steps

- ❑ The adopted Masterplans are in line with the policies of the Local Plan and have been agreed with the **relevant Development Consortia**
- ❑ The adopted provide an **indicative guide** to future development and objectives to secure sustainable development
- ❑ Future planning applications must conform with the Masterplan and will be **considered by Planning Committee**
- ❑ **Monitoring and review** of the Masterplans effectiveness and delivery will form part of the Monitoring Report of the Local Plan.

Thank you