

Cabinet 18<sup>th</sup> December 2017

Item 3(a)

Appendix 1

# Killingworth Moor Engagement Statement

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December 2017

## Killingworth Moor Draft Masterplan Response Schedule

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## Engagement Process

As part of the Masterplan preparation, a four week public Engagement was undertaken from the 23rd October – 20th November 2017.

During the public engagement three ‘drop in’ events were held with the local community at the following locations:

- Thursday, November 2, 2017, 3pm to 8pm – White Swan Centre , Citadel East, Killingworth, NE12 6SS
- Wednesday, November 8, 2017, 5pm to 8pm – Holystone Primary School, Whitley Road, Holystone, NE27 0DA
- Monday, November 13, 2017. 2pm to 5pm, – Palmersville Recreation Rooms, 11 Palm Court, Palmersville, NE12 9HW

The engagement was advertised through the following methods:

- A press release to publicise the engagement.
- Posters displayed at local libraries.
- Leaflets delivered to local residents, providing details of the drop in events, the engagement period and how to comment of the draft Masterplan.
- An email was sent to everyone on the Local Plan engagement database which includes statutory consultees, stakeholders, residents and anybody else who has requested to be kept informed of any future engagement relating to planning policy.
- The draft Masterplan was be made available to view on the Council's planning website and local libraries, Customer Service Centres and Quadrant reception.

Following the public engagement, this Engagement Statement has been produced which summarises the main issues raised by representations and the subsequent changes to the Masterplan.

A total of 125 representations were received for the consultation.

The number of comments received for each topic area is shown below:

<b>Issue raised</b>	<b>Number of comments received</b>
Road and Transport Improvements	105
General Masterplan Comments	89
Development layout principles	61
Wildlife and Ecology	61
Open space and recreation	58
Schools, health and community facilities	55
Flood prevention and sustainable drainage	45
Historic environment and heritage	42

## Summary of Key Issues

- Road traffic, congestion and air quality concerns.
- More information sought on details of designs of road junctions and pedestrian / cycling crossing.
- Greater thought for horse riders / bridleways.
- General issues regarding schools, health capacity, provision of community services.
- Surface water flood risk and sewerage capacity.
- Concern at overall loss of fields and impact upon character and identity of communities.
- Impact of link road as positioned upon residents to rear of Forest Gate.
- Objection to creation of through road / bus route at Moorfield Drive, Stephenson Park.
- Concerns about the through traffic at Killingworth village and traffic management of Killingworth Lane B1317. General support for closure at appropriate location to address through traffic impacts.
- Concerns about the through traffic at Holystone.
- Concern that the Masterplan generally does not avoid the merging of Killingworth with Forest Hall and Palmersville.

## Amendments to Masterplan

### Link Road Alignment

The layout of the link road near Forest Gate has been realigned in order to create a buffer between rear gardens of existing homes at Forest Gate and the link road. To the south of the link road, the layout of the houses have been moved further back in order to provide a slightly larger break between new development and Palmersville.

**Draft Masterplan**



**Proposed final Masterplan**



### **Stephenson Park / Moorfield Drive**

Moorfield Drive will not be accessible for through-traffic from Phase 2 onwards. This change has been reflected in the Masterplan Guidance.

### **Internal road layout**

The number of junctions coming off the Link Road into the 'Backworth Bridge' Character Area has been reduced from two to one. This has reduced the number of roads required to cross the Seatonburn Wagonway.

The road Layout in the 'Metro Edge' Character Area has also been updated to allow a future bus service to connect with the potential metro station.

### **Draft Masterplan**



### **Proposed final Masterplan**



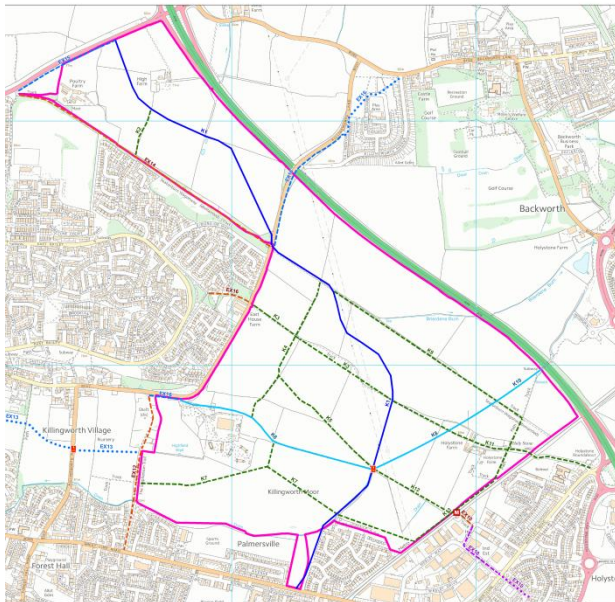


## Movement Plan

A movement plan has been produced for the whole site to show a network of safe and attractive links within and through the new development and adjacent areas.

The plan includes a network of bridleways.

## Draft Masterplan



## Proposed final Masterplan





## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
KMDM85	CPRE Northumberland	CPRE Northumberland is pleased to see that a sizeable amount of green space has been included in both Masterplan sites, though it is not clear if all of it has free public access.	Noted. Remaining open space will be subject to a range of functions. Some areas of biodiversity value for example will have limited recreation access.	None.
KMDM4	National Grid	We have reviewed the above consultation document and can confirm that National Grid has no comments to make in response to this consultation.	Response noted	None
KMDM76	Save Killingworth Moor	Far too many houses on Killingworth Moor no infrastructure includes roads to support the proposed development - a branch GP surgery will not be anywhere near enough to support this level of population	The proposed infrastructure is expected to be sufficient to address the impacts of development. This includes provision of transport improvements and health. Regarding health and provision of primary care the Council is working directly with the Clinical Commissioning Group	None.
KMDM126	Northumberland Estates	On behalf of Northumberland Estates, we wish to make representations to the Killingworth Moor Masterplan. The Masterplan has been positively prepared in a collaborative manner between North Tyneside Council and the Killingworth Moor Consortium (Banks, Bellway, Northumberland Estates). The proposed Masterplan is the result of several years' worth of hard work, and it is encouraging to have got to this stage in the delivery of one of North Tyneside's strategic housing sites. The proposed Phasing Plan in support of the Masterplan allows for multiple outlets of development which are linked to the provision of Phase 1 infrastructure works in a manner to ensure a measured and steady delivery of housing in line with the Council's annual housing target. Phase 1 identified as part of the Masterplan is logical and soundly based, however the Masterplan Guidance should include a review mechanism in relation to future phases in order to allow flexibility to market	Comments noted. Opportunities to review the phasing and infrastructure delivery will be considered and additional wording within the Masterplan Guidance to ensure sufficiently robust direction is in place to provide flexibility for delivery of homes whilst securing infrastructure delivery at the right time will be considered.	Additional wording to strengthen direction provided to flexible delivery of phases of development and infrastructure delivery.

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		and other matters which may arise. This would allow land identified as Phase 2 and 3 to be delivered interchangeably with appropriate justification. Northumberland Estates confirms support for the Phasing of the first stages of development as set out in the masterplan. These areas are well reasoned and align with infrastructure phasing and will enable early delivery of the Masterplan meeting the Council's aim of 790 new houses per year.		
KMDM128	Killingworth Consortium	On behalf of the Killingworth Moor Consortium, we wish to make representations to the Killingworth Moor Masterplan. The Masterplan has been positively prepared in a collaborative manner between North Tyneside Council and the Killingworth Moor Consortium (Banks, Bellway, Northumberland Estates). The proposed Masterplan is the result of several years' worth of hard work, and it is encouraging to have got to this stage in the delivery of one of North Tyneside's strategic housing sites. We would again draw attention to the Inspector's report on the Local Plan, where it states that the Masterplan should not be bound to a 2,000 dwelling limit (para. 106). Killingworth Moor can deliver approximately 2,000 houses, and this should be interpreted as having upward mobility given the evidence to show that the site can sustainably accommodate this broad quantum of development. It would be unreasonable to interpret 2,000 being the maximum cap on development. This should be highlighted within the Masterplan and Masterplan Guidance, with there being no restriction to 2,000 units as a maximum.	The Local Plan policy clearly states at Policy S4.4(b) that Killingworth Moor is allocated for approximately 2,000 homes. Policy S4.4(c) identifies that delivery that exceeds this approximate capacity must be justified by its continued conformity with the adopted indicative Concept Plan and the infrastructure capacity of the local area and Borough.	None
KMDM133	The British Horse Society	The public consultation events gave a limited opportunity for attendance. 2 consultations running side by side with approximately a 2 week span and only ~ venues.	There was a four week engagement period with three events held for each Strategic Allocation.	None.
KMDM134	Highways England	In response to the LP a Joint Position Statement between Highways England and NTC was established. The JPT outline the need for the following improvements, in light of the A19 Expressways Study, when considering the forecast flows: - interventions at the Killingworth junction;	Comment noted	None.

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		<ul style="list-style-type: none"> <li>- merge and diverge enhancements at the south facing slips; allied with</li> <li>- the provision of an additional lane northbound and southbound between the A19's Killingworth and Holystone junctions; associated</li> <li>- merge and diverge enhancements at Holystone's north facing slips; and</li> <li>- interventions at the Holystone junction.</li> </ul> <p>There was a previous review of the Killingworth Masterplan Visioning Document, the Murton Delivery Document and the Killingworth Environmental Impact Assessment Screening and Scoping Opinion for Highways England. This review of the Masterplans documents is in relation to previous commentary provided by our advisers.</p>		
KMDM1	Resident	I strongly urge that this proposal be turned down. It just seems to be that the council is focused on bringing money in to the Authority for approving new builds with no consideration for its existing residents.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.	None
KMDM2	Resident	We are emailing following the receipt of the 'Public Engagement Killingworth Moor Development' generic letter. After looking at all available information, we are writing to strongly oppose the plans.	Comment noted.	None
KMDM3	Resident	I wish to express my concern over the proposed building of 2000 homes in this area. Killingworth will become less green with all the new estates being built. Do we really need more housing here?	The principle of development at Killingworth Moor to help meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.	None
KMDM6	Resident	My initial responses to the plan are as follows: 'Ç I think a majority of people recognise the need for additional housing "' a national housing shortage has been extensively reported in the media. 'Ç In the 'key elements' section of the document reference is made to '150 hectares of employment land'. Unless I've missed it, there is no definition of 'employment land'. What does	Employment land is a specific area of land that is protected for forms of development that are predominantly in employment use such as offices, factories and	None

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		<p>this mean? '£ In the same section reference is made to '25% of homes affordable'. Again, I can find no definition of 'affordable'. '£ '56 of the 70 housing allocations on brownfield land'. What about the other 14? '£ In the 'opportunities and constraints' section reference is made to, 'mining and adverse ground conditions to be overcome'. What assurances will be given that the dreadful events on Bayfield (reported nationally on Rip-Off Britain) will not be repeated?</p>	<p>warehouses.</p> <p>Affordable homes in planning terms are homes that are in tenures where the overall cost of housing is controlled. This may be through social or affordable rented housing owned by the Council or registered providers, homes in shared ownership with a share of the equity owned by a registered provider or homes sold at Discount Market Value and retained at a discount in perpetuity.</p> <p>14 of the sites that are not on brownfield land are on greenfield land. Killingworth Moor is one of those sites.</p> <p>All possible precautions are taken to assess potential ground condition issues and advice is provided by The Coal Authority on all known recorded mine workings. Where identified, development will avoid or be constructed appropriately for the ground conditions present.</p>	
KMDM7	Resident	<p>I'd like to know how close to my property will the new road will be. It looks to be very close. This will also affect my property value significantly.</p>	<p>At Forest Gate the identified access arrangement is currently being reviewed to assess the potential to create a buffer between existing</p>	<p>Road alignment adjusted to increase buffer at this location.</p>

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
			properties and the new road. Any development will need to demonstrate that it does not result in unacceptable harm through noise and air pollution.	
KMDM8	Resident	Having read the council plans for yet more houses in the county, I am dismayed by how stupid they sound. On another note after looking at the other 'affordable homes' you claim to build in North Tyneside all I can say is they aren't affordable, who out there can afford £170,000 (after the governments help to buy scheme) my partner and I can't and we are on the average household income. I can't believe you as a council are even considering this. If you can't tell I am dead set against this stupid moronic idea, build a power station or a factory or a block offices so people can actually work there instead of having to drive to Newcastle.	Housing delivery to meet the needs of the Borough is key to ensuring the availability and affordability of homes. Whilst wider market factors affect overall affordability of homes, as part of any housing development the Council seeks 25% of homes to be "affordable housing". Affordable housing is specifically controlled by the Planning Permission and in planning terms are homes that are in tenures where the overall cost of housing is controlled. This may be though social or affordable rented housing owned by the Council or registered providers, homes in shared ownership with a share of the equity owned by a registered provider or homes sold at Discount Market Value and retained at a discount in perpetuity.	None
KMDM9	Resident	I am writing regarding the Killingworth moor development having attended the walk in at White Swan centre. I understand the need for future housing and that this plan will go ahead regardless of the opposition due to various	Comment noted	None

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		factors.		
KMDM11	Resident	Due to the village location i believe the proposed number of new homes is likely to be detrimental to the overall location and quality of life. I would prefer if the total development was scaled back to around 50% of that currently planned As a resident of Stephenson Park it seems quantity of homes is the only consideration. The broadband availability in the new development is very poor. It feels like the best option we had when moving in was the equivalent of 10 years ago. Greater investment on IT/Telecoms infrastructure by the developer should be insisted upon by North Tyneside Council to ensure the site is fit for modern life including the ability to work from home and use high speed streaming services. Please improve as a priority	The Council is actively seeking improvements in broadband connectivity in areas of the borough where there is limited or no broadband access. Delivery of such infrastructure forms part of a partnership working with the telecoms providers and government.	None
KMDM15	Resident	On the whole I'm impressed with the masterplan. It seems that all aspects of the development have been well thought out. I hope the final development stays true to what is shown in the masterplan!	Comment noted	None
KMDM17	Resident	Additional traffic to Great Lime road will grid lock the area as 260 houses already feeding from Forestgate. The plans show the feeder road to the killingworth moor development using the same access route as Forestgate. I currently own a property that backs onto this access road ( no 14 Forest Gate). I object to the increase in traffic due to pollution, noise, dirt, loss of wildlife habitat such as bats, kestrels, to name a few. I am also concerned about the drop in property values and emergency agencies access to the Forestgate estate in the event of a emergency such as fire.	Any proposed new road alignment and access will be required to demonstrate its design is safe and accessible to emergency services. Any development will need to demonstrate that it does not result in unacceptable harm through noise and air pollution.	None
KMDM18	Resident	I have recently purchased a property that is in the current Stephenson Park development and I am firstly not impressed with the fact that Bellway have told myself and our neighbours lies and given false plans. We live on the road that is now going to adjoin the new development and would never have bought the house if we knew that this was going to happen. The road is build to the standard to have a bus route so Bellway clearly knew what they were doing. The road is clearly going to become very busy due to potential	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane. Through traffic to and from	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan



## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		short cut routes etc to avoid traffic. Another concern of mine is the schools. When we spoke at the meeting last night it was clear the schools would follow all of the housing (or most of). Meaning the children on these estates will have to travel some distance to get to school as the ones in Killingworth are over subscribed (especially the secondary school).	<p>Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures that may include closure of sections of the B1317 are being considered.</p> <p>Schools will be required in accordance with the growth in pupils in the Borough. It is important the opening of new schools is managed in co-ordination with pupil growth to avoid disrupting existing school provision.</p>	layout.
KMDM19	Resident	I have just moved into Stephenson park estate. My main concerns/comments are, 1. When construction starts where will the entrances be for construction traffic as once Stephenson park is finished I would like to be able to let my children play out without having to avoid more construction traffic? Could they be placed else where other then where it is now? 2. The fact that when I purchased my new home bellway never said anything about this, they said there will be a small extension but no where near this scale, so I feel like I have been lied to by bellway, I would have had second thoughts had I had know this plan would be submitted and they would have know it will be submitted in the future. 3. Could the areas be split into smaller estates (1 way in with the same way out) instead of being able to drive through our streets to allow children to play safely as traffic will cut through to go to other areas?	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures that may include closure of sections of the B1317 are being considered.</p> <p>A scheme to manage the potential impacts of construction traffic during development will be required as part of the planning application.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
KMDM21	Resident	I am strongly against this proposal as it is. The residents of Stephenson Park have been mis sold their houses as at no point did Bellways tell them they were going to be living on a main road. These houses were bought as family homes with the expectancy that they would be able to allow their children out to play however this is not the case. Bellways should be ashamed of themselves for taking money under false pretences. I fully support the building of a new primary & high school as the local schools are oversubscribed now, with the new estates being built at Backworth and then this proposed one there is going to be exactly the same problem in 5 years time, even with a new school. Why can't the schools be built without the houses? At least, they should be built first. There is more than enough traffic disruption going on at the moment, a development of this size is going to cause even more to existing residents in the area for years to come.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures that may include closure of sections of the B1317 are being considered.</p> <p>Schools will be required in accordance with the growth in pupils in the Borough. It is important the opening of new schools is managed in co-ordination with pupil growth to avoid disrupting existing school provision.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM22	Resident	I am a Killingworth resident (I live in Longmeadows) and have been for nearly 20 years and I am horrified at the proposals regarding the development of Killingworth Moor. I think the plans will damage the local area, put far more traffic on the roads in the area, even taking into account the proposed new ones, devalue existing properties as people suddenly find themselves living on a main road rather than a side street, and cripple the education system. I am strongly opposed to a development of this size.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.	None
KMDM23	Resident	My belief is that Killingworth has reached its capacity for development.	The principle of development at Killingworth Moor to help meet the evidence based need for development in North Tyneside is	None

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
			<p>established through the Local Plan allocation.</p> <p>The key role of the Local Plan and Masterplan is to identify and secure delivery of the infrastructure needed in the area to enable the housing needs of the Borough to be met.</p>	
KMDM24	Resident	<p>I attended a Public Engagement Event at the White Swan Centre on 02-11-2017. I filled out, briefly, a Response Form then and had the opportunity to discuss the proposals with the Facilitators present. I have lived in Killingworth most of my life and have seen a number of developments and mostly positive improvements to the area, resulting in a currently pleasant, desirable place to live and work. Here is a more detailed response of the Future Development Proposals, with concerns outlined. I believe that Killingworth, Backworth, Parnersville have reached capacity for any further expansion, further development, would have a detrimental effect on its current population and environment. I am unable to understand the statistics for growth, as the Population in the North East has decreased by 5% over the last year and predicted to continue to decline. There are a lot of Political and Social issues to address, and the North East has very particular social, health and employment needs, however, constantly building expensive houses is not the answer. To summarize my concerns: Health and Wellbeing of Residents and Quality of Life. Proposed Infrastructure not sustainable for this encouraged growth of population. Increase in Pollution, noise and erosion of green space. Road congestion and travel time for those working. Over Population. Cost of Living and Inequality. Cost to the Borough and the Residents for further development. Flooding and old mining works. Displacement of wildlife. Thank you for your time, I will continue to attend future events.</p>	<p>The principle of development at Killingworth Moor to help meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.</p> <p>The key role of the Local Plan and Masterplan is to identify and secure delivery of the infrastructure needed in the area to enable the housing needs of the Borough to be met.</p> <p>The Office for National Statistics publishes mid-year population estimates and population projections at National, Regional and Local Authority level. The mid-year estimate for 2016 was published in June 2017.</p> <p>For the North East, the mid-year estimate indicates between 2015 and 2016 the population of the</p>	None

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
			<p>region increased by 12,227.</p> <p>For North Tyneside over the same period the mid-year population estimates indicate the population of the Borough increased by 814 over the 12 month period between mid-2015 and mid-2016.</p> <p>The latest population projection published by ONS is 2014 based and was published in mid-2016. This indicates the population of the North East will increase by 140,000 between 2014 and 2032. The population of North Tyneside is projected to grow by 16,000. The Local Plan period covers the period from 2011 to 2032.</p> <p>Housing delivery is not proposed as a solution to all socio-economic issues but there is a housing need within North Tyneside and the North East that should be met in a sustainable manner with appropriate investment in infrastructure if the region wishes to build a successful economic future.</p>	
KMDM26	Resident	I strongly object to the proposals because; 1. Safety concerns- I have witnessed 3 accidents on the Backworth road in the past 6 months passing Killingworth moor. It is only a matter of time before someone gets seriously	The road adjacent to Killingworth Moor is the B1317 Killingworth Lane. Through traffic to and from	None

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		<p>injured and killed. If there is nothing we can do about the proposals then please please please put some serious traffic calming measures in. 2. The health &amp; wellbeing of the existing residents- for example, car pollution, traffic congestion, lack of wide open spaces. All of these increase mental health problems as well as respiratory disease. 3. Wildlife- we have seen deer, foxes, sparrowhawks, bats, herons, birds etc etc. Where are they going to go and a significant number will be harmed/killed during the bulldozing etc. 4. Huge impact on resources - hospitals and gp surgeries in the area are already at breaking point.</p>	<p>Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures that may include closure of sections of the B1317 are being considered.</p> <p>Such measures would bring about direct improvements to the current impact of traffic at Killingworth Lane.</p> <p>The infrastructure requirements for the site have been fully assessed and will continue to be reviewed as proposals are developed. Provision includes new primary and secondary school provision, funding towards and creation of a potential branch GP surgery and significant investment in public transport, walking, cycling and bridleway infrastructure.</p> <p>A habitats assessment has been undertaken. A network of wildlife corridors and significant enhancements to encourage and increase biodiversity in those corridors and areas of open space will be required.</p>	

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
KMDM31	Resident	<p>I have recently attended one of the residents sessions re the above 3 phase development (many thanks for organising this) and would like to voice my concerns as follows: Firstly, I object to the development due to the significant negative impact on the area in all aspects. I understand that there are less environmentally sensitive areas to build this development. I see no positives for the residents of Palmersville at all. Specifically as a resident of Forest Gate. 1. We moved into this house and paid extra for the view of the fields from the rear of the property - I understand that any future development on the land would lower my house price and in this case, by up to £25k. I would expect the appropriate compensation should the development go ahead. 2. My house backs onto the proposed new Link Road - this needs a significant buffer between my property and the road to reduce road noise (not only during the KM development but afterwards once people are living on the development), together with trees planted to ensure privacy from passing vehicles (including buses). 3. Children on the Forest Gate estate don't have a play area nearby and tend to play down by the field where the horses are near to the entrance road to the Forest Gate Estate - with the development in that area and the Link Road, they will have no play area at all that is in any way safe, increasing the need for a buffer zone where at least they could play reasonably safely should it be appropriately constructed. 4. The ongoing (1-15 years) dust, dirt and additional noise of construction vehicles will need to be addressed - we've only just got over the same created by the flood improvements carried out by Northumberland Water for the last several months. The wind mostly comes in the direction from Killingworth Moor - hence dust and dirt could be quite extreme. 5. Negative impact of reduction in wildlife (birds etc) coming into my garden. Finally, whilst not ignoring the apparent need to build more housing (one could dispute this political football with new houses still empty across the Country, let alone Newcastle), I'd like North Tyneside Council to not lose sight of looking after it's current residents in this area please.</p>	<p>The principle of development at Killingworth Moor to help meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.</p> <p>The planning process seeks to safeguard residential amenity, creation of sustainable attractive communities and the delivery of infrastructure. Matters such as the value of property are not a material planning consideration other than in relation to provision of affordable homes.</p> <p>The layout of the link road near Forest Gate has been realigned in order to create a buffer between rear gardens of existing homes at Forest Gate and the link road.</p> <p>Any development will need to demonstrate that it does not result in unacceptable harm through noise and air pollution.</p> <p>New, formal equipped play areas and a range of informal green space and areas for recreation are identified as part of the Masterplan.</p> <p>A scheme to manage the potential</p>	<p>Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.</p> <p>The layout of the link road near Forest Gate has been realigned in order to create a buffer between rear gardens of existing homes at Forest Gate and the link road.</p>



## General Masterplan Comments

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			impacts of construction traffic during development will be required as part of the planning application.	
KMDM32	Resident	We have just moved to Stephenson park and we weren't informed about these plans at any point in the process of purchasing our property, we wanted a better quality of life for our children away from traffic so we wouldn't have moved here if we had of know this.	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures that may include closure of sections of the B1317 are being considered.	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM33	Resident	I wish to express my concerns over the Master plan for Killingworth Moor. I have been a resident for Forestgate for the last 13 years, I spoke in length to all of your representatives at the meetings, hugely upset over this proposal. The whole length of my house runs along side the proposed by-pass road leading from Forestgate. To start, I have had 6 months of hell when Esh/Northumbria water came to put the flood defences in. As you can see from the attached photos the temporary road is approximately 2 ft from our house. Over the summer period we could only use our garden on weekends as it was covered in a constant layer of thick dirt. I had to keep windows constantly closed. Our privacy totally exposed by the constant alignment of heavy plant machinery and trucks, defining noise and constant vibration to our house. Which leads me to the damage caused by the vibration. Tiles in our down stairs cloak (photo attached), solid tiles that that had been on the	The layout of the link road near Forest Gate has been realigned in order to create a buffer between rear gardens of existing homes at Forest Gate and the link road.	The layout of the link road near Forest Gate has been realigned in order to create a buffer between rear gardens of existing homes at Forest Gate and the link road.

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		walls for a number of years now developing hair line cracks caused by the constant vibration. My neighbours (first house as you come onto estate) also have experienced vibration damage on his outside walls which I believe Esh are still addressing. I would like Banks to contact me about this matter, I had been speaking to Stuart Morgan but I believe he has now left the company. I'm not totally convinced Banks have been made fully aware of the damage that Esh have caused.		
KMDM35	Resident	<p>Further to my submission via the planning portal consultation I write after attending a recent residents meeting for people living at the Stephenson Park development that will be most affected by the proposed Killingworth Moor development. It is clear that several issues are common concerns of large number of residents and I would implore the council to consider all of these issues before any planning applications are approved. The main concerns I would like highlighting are: 1) No one in the Stephenson Park development received notification of the 20th November deadline for comments. I am concerned that neither the developer or the council are ensuring existing residents are fully informed of the long term plans that will impact on the surrounding areas. I believe therefore that this consultation period should be extended until early 2018 and all residents contacted as soon as possible with full information issued to everyone 5) All marketing material provided to current residents describes a countryside setting. Everyone I have spoken to so far has been definite that the scale of the proposed development was not explained to them. This is also true in my case. To achieve anywhere near this description I believe the amount of development needs to be substantially scaled back or all current residents compensated for the misleading information provided and other information not disclosed to date. I certainly would not have purchased a house in this development if these plans had been explained to us fully. I look forward to hearing from you in due course and would like confirmation that all these issues will be considered as part of the consultation</p>	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures that may include closure of sections of the B1317 are being considered.</p> <p>Regarding notification provided to residents of Stephenson Park the Council regrets that whilst the homes in question were included in the area of distribution provided, the distribution company employed to deliver the leaflets had not recorded new properties at this estate on their database. However, the Council is pleased to note that in spite of this, residents at the estate</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
			were able to learn of the engagement and provide comments on the emerging Masterplan.	
KMDM36	Resident	I oppose the development of Killingworth Moor. Building 1600+ new homes in such a small area will put massive strains on all of the local amenities which are already at capacity. The Loss of an area of green land which is acting as a natural green belt will destroy the local beauty of the area turning Killingworth, Backworth, West Allotment, Palmersville and Forrest Hall into a very large sprawling area.	<p>The principle of the proposed development of approximately 2,000 homes at Killingworth Moor to help meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.</p> <p>The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.</p>	Review of the layout particularly adjacent to Forest Gate.
KMDM37	Resident	I wish to express my concern over the proposed building of 2000 homes in this area. North Tyneside will become less green with all the new estates being built. Do we really need more housing here? All the areas (Killingworth, Backworth and Palmersville) will just merge into one huge sprawling estate with no boundaries or identities. Overall, this development is vast and clearly going ahead, without much planning or thought for the existing residents of this area. After a year of chaos and congestion from the Holystone Roundabout development alone, I hope to move out of the area before the real impact of this development hits the area fully.	<p>The principle of the proposed development of approximately 2,000 homes at Killingworth Moor to help meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.</p> <p>The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.</p>	Review of the layout particularly adjacent to Forest Gate.
KMDM38	Resident	Having already purchased a house in Stephenson Park, I am aware of the	The primary route for traffic to and	Additional reference

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		<p>requirement for new houses in the area and in turn the necessity for a new school and supporting retail outlets. I am however disgusted at the planned road links and bus route which was never mentioned at all by Bellway in any of my discussions to date prior to purchasing our property. No were I or the residents of Stephenson Park informed of the recent consultations and supposedly the leaflets were delivered to all streets other than Stephenson Park due to an error. I first attended Wheatridge Park in Seaton Delaval in February 2016, where Bellway were first marketing the Stephenson park development prior to any show houses being built on site and my wife and I ended up buying the first property on Stephenson Park in that month. We finally moved into our property in November 2016 after significant delays. From that initial discussion back in February 2016 up until now, this is the first time that I have heard of a bus route running past my house. Having 2 young children, I would certainly not have purchased this property and I will be taking legal action against bellway and others, once I get to the bottom of where the deceit lies. Having attended a Stephenson Park residents meeting recently I can confirm that no other individual had been made aware of this either and collectively we will be taking action against Bellway and others. As you already have a small set of houses that have been built in which the owners clearly have no prior knowledge of these road and bus route proposals, I strongly request that you look at making amendments to the proposed road and bus routes. If you amend the routes to run through streets which are not yet built, the buyers will then have clear and transparent visibility of the plans for the development and will be able to make a fully informed decision as to whether to purchase - something the current residents have not had the luxury of. There are also plans to develop the main road later than the 'through roads' running through the streets, whcih means that every man and his dog will be using these shortcuts to get from A-B, causing increased noise, traffic and pollution and significantly decreasing child safety. We purchased these houses on the basis that they would be part of an enclosed street, clearly this is not the case with these</p>	<p>from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	<p>in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.</p>

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		plans. North Tyneside council have a duty of care towards it's residents and we ask that you assist us with this issue, which has clearly been caused by Bellway and their deceitful corporate bullying tactics which they use to sell properties. I want to work with North Tyneside council to find a solution to this issue, however be aware that the residents association of not only Stephenson Park, but Killingworth Village and Simonside Park are committed to working together to stop this work in any way shape or form, should you ignore your care of duty.		
KMDM39	Resident	‘Ç Our main grievance with the proposed planning submission by Bellway to extend Moorfield Drive and make the street into a primary route / bus route is the fact that we were never informed of the ultimate plans at the time of purchase. If such information had been made available it would have had a major effect on whether we purchased our houses or not. ‘Ç We also find it disgraceful that once the planning consultations were planned at Holystone and Palmersville, not one resident of Stephenson Park was informed. We know that information was posted to Killingworth Village residents and neighbouring area’s. ‘Ç Many residents of Moorfield Drive and wider Stephenson Park development have young children. They have purchased their respective houses based on the information provided by Bellway that presented a ‘village like’ enclosed development which included substantial landscaping around the site boundary as detailed in the information provided by Bellway in our legal purchase packs. ‘Ç Making Moorfield Drive a through road will create a shortcut / rat run for the surrounding areas, such as motorists travelling along Great Lime Road. This will create a major safety concern for the residents as well as noise and increased traffic. ‘Ç If a through road has to be provided as a link to Killingworth, why can this not be included within the new development and not through Moorfield Drive?	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route for private vehicles.	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM40	Resident	Following a Stephenson Park residents meeting, a summary of the main collective issues are outlined below. However, additional individual information provided under the specific categories. ‘Ç Our main grievance with the proposed planning submission by Bellway to extend Moorfield	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link	Additional reference in the Masterplan guidance to B1317 traffic management

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		Drive and make the street into a primary route / bus route is the fact that we were never informed of the ultimate plans at the time of purchase. If such information had been made available it would have had a major effect on whether we purchased our houses or not. 'Ç We also find it disgraceful that once the planning consultations were planned at Holystone and Palmersville, not one resident of Stephenson Park was informed. We know that information was posted to Killingworth Village residents and neighbouring area's. 'Ç Many residents of Moorfield Drive and wider Stephenson Park development have young children. They have purchased their respective houses based on the information provided by Bellway that presented a 'village like' enclosed development which included substantial landscaping around the site boundary as detailed in the information provided by Bellway in our legal purchase packs. 'Ç Making Moorfield Drive a through road will create a shortcut / rat run for the surrounding areas, such as motorists travelling along Great Lime Road. This will create a major safety concern for the residents as well as noise and increased traffic. 'Ç If a through road has to be provided as a link to Killingworth, why can this not be included within the new development and not through Moorfield Drive?	road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	and identification of possible measures on the Masterplan layout.
KMDM41	Resident	I would like to raise my concern in the Killingworth Moor Masterplan. It was refreshing to see that Bellway were building houses whilst keeping to the semi rural aspects of the area giving the Stephenson Park area a village feel. This attracted my daughter and son in law and they decided to buy a property there. They have two small children and this was ideal for nature walks and bike rides etc. My concern is not only for my family and all the other residents of Stephenson Park who were wrongly informed by Bellway, but for the wild life in the surrounding area this would have an adverse effect on. Whilst I understand the reasons for needing more houses, we should not destroy even more countryside. There has been enough of this already and attempts should be made to build smaller estates whilst keeping the countryside safe.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.	None
KMDM42	Resident	All, Please see below suggested response to the Killingworth Moor	The primary route for traffic to and	Additional reference



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		<p>Masterplan development as discussed at the White Swan Centre on Monday 13th November. 'Ç Our main grievance with the proposed planning submission by Bellway to extend Moorfield Drive and make the street into a primary route / bus route is the fact that we were never informed of the ultimate plans at the time of purchase. If such information had been made available it would have had a major effect on whether we purchased our houses or not. 'Ç We also find it disgraceful that once the planning consultations were planned at Holystone and Palmersville, not one resident of Stephenson Park was informed. We know that information was posted to Killingworth Village residents and neighbouring area's. 'Ç Many residents of Moorfield Drive and wider Stephenson Park development have young children. They have purchased their respective houses based on the information provided by Bellway that presented a 'village like' enclosed development which included substantial landscaping around the site boundary as detailed in the information provided by Bellway in our legal purchase packs. 'Ç Making Moorfield Drive a through road will create a shortcut / rat run for the surrounding areas, such as motorists travelling along Great Lime Road. This will create a major safety concern for the residents as well as noise and increased traffic. 'Ç If a through road has to be provided as a link to Killingworth, why can this not be included within the new development and not through Moorfield Drive? These are the main issues that we took from Monday's meeting, however, we must stress that this list is not exhaustive. The minutes from Monday's meeting are attached to this email. Please feel free to add any further points to your objection that you feel are relevant.</p>	<p>from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	<p>in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.</p>
KMDM43	Resident	<p>Context for Growth - The Plans figures are for the whole of North Tyneside . Why is Killingworth having to take 12% of new homes when there is no mention of how many of the 12000 jobs will come into the area. Nor is there any further mention about the proportion of residents over 65 in Killingworth and how they will be provided for except for a very small area of 'retirement homes' (though according to the key this may be a care home!)</p>	<p>In terms of employment, the Killingworth Moor allocation includes an area of around 12ha of new employment land, whilst substantial employment areas exist at Quorum and Cobalt Business</p>	None

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		Consider all aspects of living,- affordable, singles, couples,family, and mature residents. After living with the development happening on Killingworth Lane I urge the Council to be vigilant to the noise, pollution and disruption issues caused by building works to local residents, which is now going to happen over the next 15 years.	<p>Park, Gosforth Business Park and Indigo park – all major employment sites in North Tyneside expected to see growth over the Local Plan period in close proximity to Killingworth.</p> <p>The proposed development provides the opportunity for a wide mix of housing types and tenures to be delivered. The Council seek 25% of homes to be affordable, which means in tenures available for social rent, shared ownership or discount market value retained in perpetuity.</p> <p>Local Plan policy aims to incorporate improved technical standards for accessibility and space, responding to the demographic needs. Work towards and support for specialist housing including extra care schemes is also expected to form part of proposed development.</p>	
KMDM44	Resident	I strongly oppose the extremely large development plans for Killingworth Moor which will increase the size of Killingworth by over 50%. This type of large scale development in such a small area will completely overwhelm the local health and education facilities which already at their maximum capacity. The natural beauty of the area and local ecosystem will also be destroyed by this massive development plan	<p>The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.</p> <p>The objective of the Local Plan and</p>	None

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			approach to the Masterplan is to ensure appropriate infrastructure is in place to support development at the right time	
KMDM46	Resident	I would never have purchased my house on Moorfield Drive last year had I known about these plans. Utterly disgraceful and I feel that I have been mis-sold this house.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM47	Resident	Please consider the existing residents in North Tyneside in general with this development. Gridlock on major roads in the area is not going to make the area attractive to live in. The council needs to take a long term view before approving a development on this scale.	<p>The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.</p> <p>Measures to support sustainable travel options and improve capacity in the road network are central to</p>	None

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Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
			the Local Plan and Masterplan proposals.	
KMDM48	Resident	I have lived in Stephenson Park for 3 months. I bought my house in April 2017. I was sold a property on a small development within a semi rural village. I was assured there were no plans to build beyond the bridle path as the farmer would never be moving on. However, I understand now I was deliberately sold a property based on known untruths, and had I been made aware of these plans at any point, I would have purchased elsewhere. I strongly believe I have been missold a property which will be immediately be devalued by these plans. It also seems rather unusual that, despite Stephenson Park being the primary area to be affected by the plans, I have never once been informed of these plans by the council or indeed invited along to any consultation meetings. Why the stealth? This is an utter disgrace.	Regarding notification provided to residents of Stephenson Park the Council regrets that whilst the homes in question were included in the area of distribution provided, the distribution company employed to deliver the leaflets had not recorded new properties at this estate on their database. However, the Council is pleased to note that in spite of this, residents at the estate were able to learn of the engagement and provide comments on the emerging Masterplan.	None
KMDM49	Resident	I have just completed the survey online regarding the planned developments above. I am furious, disgusted and dismayed as to how I have managed to buy a property as little as 3 months ago, and have had no knowledge of this. In fact, I was sold the property on the basis of information provided to the contrary. And at no point in the 3 months of tenancy have I ever been invited to a consultation on the matter, which must surely contravene the legal planning process ie be illegal? I strongly object to the plans in place. I do not want to live in the environment you propose. It's entirely unsuitable to my home circumstances. And I object to being missold a property where both the vendor and the council were fully aware of these development plans and chose not to disclose them, and in fact positively told me the contrary. There appear to be multiple mistakes in your process and I eagerly look forward to hear how you propose to rectify these errors, and appease the concerns of hundreds of unhappy, anxious residents, including myself. If	Regarding notification provided to residents of Stephenson Park the Council regrets that whilst the homes in question were included in the area of distribution provided, the distribution company employed to deliver the leaflets had not recorded new properties at this estate on their database. However, the Council is pleased to note that in spite of this, residents at the estate were able to learn of the engagement and provide comments on the emerging Masterplan.	None

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		your plans go ahead, not only will my living conditions be detrimentally impacted, but so will the value of my property!		
KMDM51	Resident	Generally, the proposed 2,000 homes seems to be over development of green field sites. Where is the separation of distinct separate communities? FOREST HALL P/VILLE K/WORTH K/WORTH VILLAGE WEST MOOR ETC? General comment: staff @ presentation not wearing name badges.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.  The objective of the Local Plan and approach to the Masterplan is to prevent the merging of Killingworth with Palmersville and Forest Hall.	Further work is underway to identify opportunities to improve the break provided between new areas of development and Palmersville.
KMDM55	Resident	Had concerns for football pitches on Palmersville Community Centre. It shows pitches are under a flood plane. This will stop any funding opportunity for this centre.	No part of the strategic allocation or proposed infrastructure or drainage basins are proposed at Palmersville Community Centre.	None
KMDM56	Resident	I have lived on Moorfield Drive in Stephenson Park for 6 months. I bought my house in June 2017. I was sold a property on a small development within a semi rural village. I was assured there were no plans to build beyond the bridle path as the farmer would never be moving on. However, I understand now I was deliberately sold a property based on known untruths, and had I been made aware of these plans at any point, I would have purchased elsewhere. I strongly believe I have been missold a property which will be immediately be devalued by these plans. It also seems rather unusual that, despite Stephenson Park being the primary area to be affected by the plans, I have never once been informed of these plans by the council or indeed invited along to any consultation meetings. Why the stealth? This is a total and utter disgrace.	The development of the Local Plan and preparation of the Masterplan has been a public process over a number of years. The first reference to potential development at Killingworth Moor was included in the Local Plan Draft in November 2013, again in February 2015 and finally in November 2015. At each stage the Local Plan has been subject to publicity in the Council magazine and local press including the Chronicle. In addition over three	None

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			<p>occasions all households in the Borough have been provided leaflets that include a map of the proposed developments in the Borough – the final such leaflet was distributed in November 2015.</p> <p>Regarding notification provided to residents of Stephenson Park regarding this most recent engagement on the emerging Masterplan the Council regrets that whilst the homes in question were included in the area of distribution provided, the distribution company employed to deliver the leaflets had not recorded new properties at this estate on their database. However, the Council is pleased to note that in spite of this, residents at the estate were able to learn of the engagement and provide comments on the emerging Masterplan.</p>	
KMDM57	Resident	My main concerns are: loss of green space around the bridle paths/Wagon ways That the houses scheduled for along Backworth Road bordering onto Simonside Park are too close to the existing road - there really needs to be a large green buffer between new housing and the roadside. Hopefully existing bridlepaths will be upgraded. The tarmac route between the East farm and the Killingworth ring road(Citadel east) is badly worn and narrows to about 2 foot in places from its original approx 6 foot. This is used by a lot of cyclists as a short cut when coming up from the bridle path from behind	<p>Across the proposed Masterplan green buffers are proposed to bridlepaths and waggonways. The Seaton Burn Waggonway in particular provides a 100m wide corridor through the site.</p> <p>The proposed Masterplan has included a buffer with homes set</p>	None



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		the Wheatsheaf pub Will monies allocated by the builders be used solely in Killingworth or is it likely to be filtrated to other areas in North Tyneside ie put in a pot for Whitley Bay Meadowell and North Shields etc instead. I note from the plan that the green space to remain is made up in part from the new school field which is obviously not accessible by the general public. Road seems to end in the new Stephenson estate is this to continue through the new housing?	back from the B1317 Killingworth Lane.  A wide range of improvements to pedestrian and cycle facilities are required. These will be invested in ensuring appropriate connectivity through the site. Offsite improvements will be targeted at ensuring key routes to services and facilities from the sites can be attractive for walking and cycling.	
KMDM58	Resident	There is hardly any parking available so there is literally hardly any space on the roads as it is, fair enough for phase 2 bellway (which is all what we got told about) but to make a cul-de-sac sold property a non cul-de-sac is aabsoloute disgrace.	Provision for parking will be required in accordance with the Transport and Highways Supplementary Planning Document LDD12.	None
KMDM59	Resident	Having attended one of the consultation meetings, it has become apparent that the proposal will have a serious impact on me. As a resident of the Stephenson Park estate I was not made aware of the fact that my road will now become both a bus route and the main link road through to Forest Gate. One of the reasons we purchased our property was the semi rural location, and the small development that Bellway showed us. The layout of the development was clearly designed to give it a 'Village' feel, with plenty of spacing between the houses -all a rarity when you look at other local developments. Having now viewed the full development plan over the three phases, it is becoming increasingly obvious that this styling is not going to be carried forward. High density housing, removal of green spaces (including an area along the bridle path which is constantly used by ramblers, and dog walkers), an impact on the current wildlife, and a certain increase of traffic flow throughout the current development will not make it a pleasant place to live. I am very in favour of new schools (albeit built towards the end of the	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## General Masterplan Comments

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		development - potentially some thought should have gone into building these first to help alleviate already currently oversubscribed schools in the area), a new Metro station, commercial centre, and Dr's, and a central bypass road from the bottom to the top of the development from Great Lime Road up to the A19, are all positives, but have been already overlooked given the negatives posed by the rest of the plans. It is also worth mentioning that not one resident of Stephenson Park received notification of the planning consultations that were taking place yet residents in the surrounding areas had a leaflet dropped through their doors.	Village would not be a through route.  Regarding notification provided to residents of Stephenson Park regarding this most recent engagement on the emerging Masterplan the Council regrets that whilst the homes in question were included in the area of distribution provided, the distribution company employed to deliver the leaflets had not recorded new properties at this estate on their database. However, the Council is pleased to note that in spite of this residents at the estate were able to learn of the engagement and provide comments on the emerging Masterplan.	
KMDM60	Resident	Dear Sirs I am extremely disappointed and angry to discover that Bellway are intending to vastly develop the housing estate that I have moved into and it's surrounding areas. I feel deceived and quite honestly hurt. I purchased the property in May 2017, and at no time was I made aware of any of these plans, in fact quite the opposite, I was told I was buying into an enclosed estate which was part of Killingworth Village; we chatted about my lifelong dream to want to live in the Village! I moved to this development because I wanted to live somewhere quiet and safe, I cannot think of anything worse than living on the edge of a main road. The master bedroom is at the front of the property and will therefore be subject to disturbance from noise. It's already difficult to reverse off my driveway due to it being situated along the side of the house and the view being obstructed by fencing to the side of my	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		property, in addition parking space is poor on the estate which means vehicles are parked on the kirbs opposite. If Moorfield Drive is to become a main route this will hinder me further and the risk of collision concerns me. My main concerns are as follows:- 1. My main grievance with the proposed planning submission by Bellway to extend Moorfield Drive and make the street into a primary route / bus route is the fact that I was never informed of the ultimate plans at the time of purchase. If such information had been made available it would have had a major effect on whether I purchased my houses or not. 2. I also find it disgraceful that once the planning consultations were planned at Holystone and Palmersville, not one resident of Stephenson Park was informed. I know that information was posted to Killingworth Village residents and neighbouring area's. 3. Many residents of Moorfield Drive and wider Stephenson Park development have young children. They have purchased their respective houses based on the information provided by Bellway that presented a 'village like' enclosed development which included substantial landscaping around the site boundary as detailed in the information provided by Bellway in our legal purchase packs. 4. Making Moorfield Drive a through road will create a shortcut / rat run for the surrounding areas, such as motorists travelling along Great Lime Road. This will create a major safety concern for the residents as well as noise and increased traffic. 5. If a through road has to be provided as a link to Killingworth, why can this not be included within the new development and not through Moorfield Drive? I look forward to receiving your response Kind regards Elizabeth Turnbull	would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.  Regarding notification provided to residents of Stephenson Park regarding this most recent engagement on the emerging Masterplan the Council regrets that whilst the homes in question were included in the area of distribution provided, the distribution company employed to deliver the leaflets had not recorded new properties at this estate on their database. However, the Council is pleased to note that in spite of this, residents at the estate were able to learn of the engagement and provide comments on the emerging Masterplan.	
KMDM61	Resident	When we bought our home in Stephenson Park we moved there from Forest Gate. One of the main reasons for this was that we wanted a more private development that was still close to where we lived previously and Stephenson Park seemed to have fir the bill. When we bought the house we were made away that there would land for additional development to the East and South West of our property in Highfield Place, Stephenson Park however we were told that the development would still be private and not	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		as the plans show be linked to a much bigger development and Palmersville, which clearly changes the whole essence of the development. There are already far too many houses in North Tyneside and it is clear that the road infrastructure cannot cope despite all the current works. By changing Stephenson Park from a small, private, semi-rural development into just another part of the whole built up North Tyneside will have a negative impact on property prices, should residents be compensated for this?	Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	layout.
KMDM62	Resident	There has not been enough thought put into the planning process particularly relating to the new B1317 Killingworth Lane Junction, one only has to look at the traffic flow to understand that this is going to be an accident blackspot, no understanding has been put into the speed that vehicles will be travelling along this route -yet vehicles are going to be expected to cross the junction against the flow of traffic. there will be a bottleneck on this junction from Killingworth lane traffic that will take this route to avoid the forest gate/Palmersville junction.	The arrangements proposed for access onto the B1317 Killingworth Lane from the development will be designed in compliance with highway safety requirements. The arrangement is however designed to discourage and significantly reduce the number of traffic movements using the B1317 as a through route and instead direct such traffic to the new link road. This enables improved management of traffic in the area and at Great Line Road.	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM63	Resident	Too many houses - not enough road infrastructure Taking to much land - not enough water drainage in place Closing stables across whole area. Not providing replacement stables or land. traffic build ups and tailbacks horrendous now Bridleways being pushed out and crossed by too many roads and no proper crossing points.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.	None

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
			The objective of the Local Plan and approach to the Masterplan is to ensure appropriate infrastructure is in place to support development at the right time	
KMDM64	Resident	I attended the presentation at the "White Swan" on 2 November. A representative of the Council said the plan is a proposal and not yet approved, this cannot be true as "Bellway" have already started developing "Stephenson Park" on Killingworth Lane ringed in blue on your plans scheduled for 2023-2027. Two thousand homes on this development is far too many and will degrade the environment of the whole area.	Stephenson Park gained planning permission in 2014. The wider development of Killingworth Moor does not have planning permission.	None
KMDM67	Resident	I am not sure my views will be taken into consideration as this masterplan has already been passed.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.  The emerging Masterplan will be agreed following analysis of responses received to this engagement.	None
KMDM68	Resident	I totally oppose the Masterplan for Killingworth Moor. It should be left as open green space for the benefit of the local community and wildlife. We moved to this area just under two years ago as we were attracted by the open spaces and countryside. Since then, numerous new houses have been built and the green spaces disappearing. Road traffic has also increased, along with noise and air pollution. I am dismayed to find out that another 2,000 houses are going to be built in this area. I do not think this is justified and would like to know how it was forecast that by 2023, there will be	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.  In terms of employment, the Killingworth Moor allocation	none

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		19,000 more residents and 12,000 more jobs. Only a small percentage of the new homes will be affordable (the masterplan states up to 25% so that could be any percentage below this!) Most of the new jobs will be in the construction industry and what will happen after the houses and roads have been built? Another plan for more building? There does not appear to be any provision for the over 65s i.e. bungalows, sheltered accommodation and residential homes. My overall impression is that the beneficiaries will be the people selling the land and North Tyneside Council who will get additional money from the government. I think this is a plan for making money and not to benefit the local people.	<p>includes an area of about 12ha of new employment land, whilst substantial employment areas exist at Quorum and Cobalt Business Park, Gosforth Business Park and Indigo park – all major employment sites in North Tyneside expected to see growth over the Local Plan period in close proximity to Killingworth.</p> <p>The proposed development provides the opportunity for a wide mix of housing types and tenures to be delivered. The Council required 25% of homes to be affordable, which means in tenures available for social rent, shared ownership or discount market value retained in perpetuity.</p>	
KMDM69	Resident	Absolutely disgusting and completely out of order!! No consideration for the Stephenson Park residents at all. If I wanted to live on a main road i would have bought a property on one!! I bought a house on Moorfield Drive and moved in, in March of this year under the impression i was moving to a quiet, rural, village like street - so far so good until i had the above plans dropped through my letterbox. Let me just confirm who dropped this through, a resident who caught wind of the plans. So not only have 'you' the council kept quiet about the whole thing, but our 'reputable' (or so we thought) builder Bellway, have also managed to do the same thing. Why weren't we informed about this when neighbouring areas were (Palmerston, Killingworth, Holystone), a letter drop that doesn't include the	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		estate to be most affected seems coincidental don't you think? Would the houses on the estate have sold so quick - I think not, I certainly wouldn't have bought the house I'm in. I have a 4-year-old son who loves to play outside at any given moment, a main road/bus route will bring this to a complete end. Who in the right mind would want their child/children to play outside not knowing when the next bus was to come around the corner - potentially fatal I'd say. Moorfield Drive would potentially be opened as a rat run for anyone cutting through from surrounding areas. This creates major concern for me and the other residents regarding safety, noise level and increased traffic.	closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	
KMDM70	Resident	The CONTEXT FOR GROWTH was dubious when it was first initiated and even more so now due to the change in social, political and economic circumstances.. I refer to the 19000 more residents, and the 12000 more jobs. With respect to there being an increase in the over 65 age group that is the only time it is mentioned and there appears to be zero provision for this.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.	None
KMDM71	Resident	I have a house on Stephenson park, the master plan was not identified at the time of sale yet was a clear objective when displayed from 2015. I understand the area will need to expand, however the master plan overlaps in areas which should remain green. Extending Moorfield Drive and make the street into a primary route / bus route is the fact that we were never informed of the ultimate plans at the time of purchase. If such information had been made available it would have had a major effect on whether we purchased our houses or not. This street is not designed for a bus and heavy traffic, there will be a RTA & ultimately kids will be knocked over.	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

### General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
			Stephenson Park and Killingworth Village would not be a through route.	
KMDM72	Resident	Parts of this plan have been poorly thought out with particular emphasis on the Killingworth lane junction, the allotment site & the location of the playing fields.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM73	Resident	I live in Stephenson Park, me and my partner have just bought a house in this development. The main grievance I have with the proposed plans are that Bellway had not informed us before we bought the property that there would be the possibility of building a bus route through the development which would disrupt the quietness and village like community that both us wanted. This was one of the main reasons why we decided to purchase in Stephenson Park. Had we been informed beforehand we would not have bought a house in this area, we are strongly opposed to the proposed plans.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan



## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
			Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	layout.
KMDM74	Resident	Some of Stephenson Park residents have consulted on this application and have the following collective feedback after a meeting on Monday 13th November, along with my own personal comments. 'Ç We find it disgraceful that once the planning consultations were planned at Holystone and Palmersville, not one resident of Stephenson Park was informed. We know that information was posted to Killingworth Village residents and neighbouring areas "' however, the Killingworth Moor Masterplan Engagement Draft document, section 9.3 clearly states 'Leaflets will be delivered to local residents which give details of the drop in events, the engagement period and how to comment of the draft Masterplan' • "' this process has not been adhered to. As residents that will effectively see their roads changed from residential streets to primary roads with bus stops and change the closed cul-de-sac nature of our estate I feel that this certainly qualifies us as key local residents that should have been consulted. If it wasn't for the fact that one of the residents has family in a neighbouring estate we still would know nothing of this plan 'Ç Our main grievance with the proposed planning submission by Bellway to extend Moorfield Drive and make the street into a primary route / bus route is the fact that we were never informed of the ultimate plans at the time of purchase. If such information had been made available it would have had a major effect on	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		<p>whether we purchased our houses or not “ I for one live on the corner of Moorfield Drive and would not have purchased here if I had been made aware of this ‘ç Many residents of Moorfield Drive and wider Stephenson Park development have young children and animals that have driven them to purchase a property in what they thought to be a private cul-de-sac. They have purchased their respective houses based on the information provided by Bellway that presented a ‘village like’ enclosed development which included substantial landscaping around the site boundary as detailed in the information provided by Bellway in our legal purchase packs “ I have purchased my property at a premium because I wanted to live in the ‘village like’ cul-de-sac that Bellway have sold me. I feel that I have been deceived and feel hugely let down by Bellway that this has been planned for years and my house will now be undoubtedly de-valued. If 'd known this I could have bought a much cheaper house in an already over-populated area. During consultation we learned that Moorfield Drive has already been built with the dimensions to accommodate a bus. If this has been in the master plan for so many years then why are we buying houses based on completely contradictory legal information packs? I even asked why the road was wider and have been told that it was to stay in keeping with the Village feel! ‘ç If a through road has to be provided as a link to Killingworth, why can this not be included within the new development and not through Moorfield Drive? “ I am outraged that the plan is to have a bus route through a residential street where houses are so close to the road and children are playing. It seems nonsensical to do this when the rest of the estate is not even built and there is plenty of space to provide these primary roads as dividers between cul-de-sacs with appropriate green space and noise buffering providing a quiet and safer environment for families. Holystone Park have taken this approach, why aren’t we? The second metro may not even go ahead which would mean an enhanced bus service according to the draft document “ residential streets cannot cope with this kind of increased bus service, especially when we have other viable alternatives. ‘ç I live on the corner of</p>		

## General Masterplan Comments

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		<p>Moorfield drive and most people park one car outside of their property and some overspill already in to our cul-de-sac. If this change goes ahead to have a bus route here then I see major issues on the estate for parking. Some residents of Moorfield Drive have already been informed during consultations that they won't be able to park in front of their houses as they do now. Where exactly are these people going to be able to park? Already the visitors bays are used by residents and visitors find it difficult to park. 'c Making Moorfield Drive a through road will create a shortcut / rat run for the surrounding areas, such as motorists travelling along Great Lime Road. This will create a major safety concern for the residents as well as noise and increased traffic * During consultation it has also come to light that the plan is that we will no longer use the existing road from Killingworth Village -&gt; Simonside -&gt; Morrisons or -&gt; Backworth (B1317), that the new roads are a replacement for this. If this is correct I'd like to know why this is not detailed in the plan? This would also result in Stephenson residential streets being used as a rat run and make it difficult to access local schools and amenities 'c It is of no great surprise that we have also not been informed that our village will soon be turned in to a massive sprawling housing estate, when most of us probably moved here to get away for this kind of estate. It is hugely disappointing that Killingworth Village and Backworth will no longer be the lovely green areas that they are now which are few and far between. The so called buffers between the estates in no way makes up for this loss - from the outline there looks to be very little green buffering which will completely destroy wildlife - if it isn't already killed off during building phases 'c With both the amount of houses and also the plan to make Moorfield Drive a primary road in the estate I am now very concerned about building traffic and noise. I moved here with my very nervous pet for a quiet home life that involves being on call during the night. My understanding was always that we may add two other smaller estates to Stephenson Park but that building work would then be over after 18months "" 2 years. Given that this is likely to go on for the next 15 years are we to expect Moorfield Drive to be a</p>		

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		primary road for Bellway to use for this building work? This means 6 days a week from 7am most days of noise, building traffic and dirt“ what kind of quality of life can we expect living next to this? Will Moorfield Drive be tarmacked in the next 10 years? * We purchased these houses on the basis that they would be part of an enclosed estate, clearly this is not the case with these plans. North Tyneside council have a duty of care towards it's residents and we ask that you assist us with this issue. I want to work with North Tyneside council to find a solution to this issue, however be aware that the residents association of not only Stephenson Park, but Killingworth Village and Simonside Park are committed to working together to stop this work in any way shape or form, should you ignore your care of duty.		
KMDM75	Resident	Having purchased a Bellway home only 6 months ago to find these plans have been in place for years very disappointing and feel misled in the presentation of Stephenson park. I purchased this house on Moorfield Drive based on the selling points made by bellway - village like enclosed estate. To now find that there is a planned bus route and access road passing my front door in these plans which will put my young children in potential harms way very distressing . My comments around the master are: ‘Ç My main grievance with the proposed planning submission by Bellway to extend Moorfield Drive and make the street into a primary route / bus route is the fact that we were never informed of the ultimate plans at the time of purchase. If such information had been made available it would have had a major effect on whether we purchased our houses or not. ‘Ç I also find it disgraceful that once the planning consultations were planned at Holystone and Palmersville, not one resident of Stephenson Park was informed. I know that information was posted to Killingworth Village residents and neighbouring area’s. ‘Ç Many residents of Moorfield Drive and wider Stephenson Park development have young children like myself. They have purchased their respective houses based on the information provided by Bellway that presented a ‘village like’ enclosed development which included substantial landscaping around the site boundary as detailed in the	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		information provided by Bellway in our legal purchase packs. 'ç Making Moorfield Drive a through road will create a shortcut / rat run for the surrounding areas, such as motorists travelling along Great Lime Road. This will create a major safety concern for the residents as well as noise and increased traffic. 'ç If a through road has to be provided as a link to Killingworth, why can this not be included within the new development and not through Moorfield Drive?		
KMDM77	Resident	<p>I was surprised and disappointed to learn of the Killingworth Moor Masterplan. I'm generally supportive of new housing development (providing it's well thought through) but the size and scale of this is too much for the area. I have lots of comments on this (the effects on wild life and indeed the 'well being' of residents) but today I shall keep mine to those directly concerning myself and the residents of Moorfield Drive/Stephenson Park. I only found out about this last Sunday (by chance!) Before purchasing the property in May of this year, I asked the sales team about future intentions/development and specifically road infrastructure. (I was concerned about potential "rat runs") They assured me I should have nothing to worry about. I also did my own 'open source' research (nothing...) and of course my solicitors found nothing... I was also told that the development would be completed in approximately 18 months to two years. I now believe that this phase will extend to possibly 2023! 5 years of construction traffic and the obvious delay in completing road and paving surfaces. I believe pretty much all of the 'surrounding area' was notified about the public consultations, except the residents of Stephenson Park? I just managed to make the last one at Palmersville. I strongly object to Moorfield Drive becoming a main thoroughfare, indeed a 'Bus route' and would definitely not have made my considerable cash investment in this property had I have known. I was hoping this would be my last "home". Surely at this 'early stage' of planning, changes can be made to benefit the residents of Stephenson Park, Killingworth Village and Simonside. I cannot help feeling that we've been victims of poor 'duty of care' incompetence and</p>	<p>The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.</p> <p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## General Masterplan Comments

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		indeed deceit! I 'shuddered' writing that word, not nice, but thats how I feel! So sad that this lovely 'buffer' area is going to be overdeveloped... At present I am considering all of my options...		
KMDM78	Resident	I moved to Stephenson Park because I wanted to live in a nice, quiet and rural area. I was promised by Bellway that the estate would be a lovely quiet enclosed place to live with a countryside feel with lots of greenery. I am completely disgusted and angry with Bellway for their deceit and for selling me a house knowing full well of the Killingworth Moor plans. If the plans go ahead we will not be living in the enclosed, quiet and countryside setting we were so falsely promised by greedy Bellway! I would never have purchased a property if I was made aware of these plans. I strongly object to the plans put in place. I am very concerned about Moorfield Drive becoming a main route as the residents have young children. The increased traffic and bus route will be very dangerous in my opinion. At present the B1317 is becoming very busy and dangerous. Traffic is doing 50-60mph on a 30mph road. You need to take this seriously by putting in a speed camera or speed bumps.	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM79	Resident	The emerging Masterplan is vastly more extensive than we were led to believe, when we were given the development plans by the developer during the purchase of our house. We repeatedly asked if this was to be the total extent of this phase of development during proceedings, and were informed that it was. This original plan during purchase showed the development as it stands as the total extent, with extensive nature buffer zones at the borders. The new Masterplan will lead to a far greater population and traffic burden through the estate, with increased noise and pollution as a consequence. Whilst we were aware that a road connection to Palmersville was planned, we were not informed that this would be a bus	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		route; nor did we have any idea that it would have to directly service so many new properties, both residential and commercial. This is of great concern now that the Masterplan has been revealed to show the vast extent of planned development. Whilst it was entirely possible for the developer to build specific bus stops into the layout, no provision has been made for this. It seems that residents are expected to accept commuters standing just outside of their properties, the fronts of which are very close to the road and proposed bus route. Their privacy does not seem to have been considered.	traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	
KMDM80	Resident	It is absolutely disgusting that this has been passed again and that you are allowing Bellway and others to take over all of the green fields around killingworth and forest hall. As my family still live in Orchard close and I now live in forest gate we simply cannot believe that both estates as well as surrounding estates will again fall victim to thousands of new houses being built opposite and around. As I have attended many meetings and have seen for myself the anger of local residents and the great opposition to all these new houses I want to know how it can possibly be passed!!???	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.	None
KMDM82	Resident	When buying our house in Stephenson Park (Moorfield Drive) there was no mention of a bus route or through road being added to our street. If this information hadn't been made available we would not have gone ahead with the purchase of the house. As first time buyers we feel we have been totally mislead and are disgusted. Due to the lack of parking spaces we as residents feel the street is extremely tight for large vans nevermind buses. Lots of people living in the estate have children playing out at all times a bus route or through road will prevent this happening due to it being dangerous.	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
			Village would not be a through route.	
KMDM83	Resident	It is totally unreasonable to build so many houses in this area .The character of Killingworth Village and immediate area will be changed and the increased traffic will be unbearable and add to the dangers we face every time we leave our street, due to cars constantly speeding from the Village or down from the farm. the amount of housing development in the area is having major impacts on the environment and transport issues and by increasing the proposed build by another 2000 is not acceptable and will fundamentally change the area from a rural perspective to very much an urban location.	<p>The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.</p> <p>The objective of the Local Plan and Masterplan process is to prevent the merging of Killingworth with Palmersville and Forest Hall and enable appropriate planning of the delivery of infrastructure.</p>	None
KMDM84	Resident	the amount of housing development in the area is having major impacts on the environment and transport issues and by increasing the proposed build by another 2000 is not acceptable and will fundamentally change the area from a rural perspective to very much an urban location.	<p>The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.</p> <p>The objective of the Local Plan and Masterplan process is to prevent the merging of Killingworth with Palmersville and Forest Hall and enable appropriate planning of the delivery of infrastructure.</p>	None
KMDM87	Resident	My husband and I don't have anything against the houses being built as part	The primary route for traffic to and	Additional reference



## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		of the master plan but we do have some issues with some other areas of the plan. We have recently bought a house on Stephenson park, Moorfield drive to be precise and we were not made aware of the plans to turn our street into an access road for the new developments. We feel the new road planned would allow access to the new estates without using our street as access. We bought the house after recently having a baby and this was supposed to be our forever family home. However, we're now considering a move as we don't feel like we can raise a family on what would become a busy road. We would have never have bought this house had we been made aware of the road which will run through it.	from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM88	Resident	I am desperately disappointed in the communication / engagement by North Tyneside Council in this consultation on the Masterplan. Not one house on Stephenson Park received any notification this was taking place and would have no knowledge of the developments nor opportunity to participate if it wasn't for a resident who heard about it from a third party. During the open evening events I was informed Bellway had outsourced the letter drop who have apparently failed to deliver. From talking to residents on the neighbouring existing estates of Simonside Park, Oakfield Drive etc. it appears a large number there also failed to receive any notification / communication. A cynical mind could possibly consider this a deliberate act. I am shocked at the scale of expansion to Stephenson Park amalgamating it into a huge housing estate. When we purchased our property on Stephenson Park we were advised it would only be about 250 houses and the plans showed the estate ringed by trees but this Master plan will remove those	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.  Regarding notification provided to residents of Stephenson Park regarding this most recent engagement on the emerging Masterplan the Council regrets that whilst the homes in question were included in the area of distribution	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		surrounding trees and increase it 4 - 5 times in size. I implore the council to stick to the original plans on which we were sold our house and our decision to move here was based. Such huge expansion will change the exclusive, quiet, village type nature of the estate entirely bringing detriment to the existing and future residents, not to mention the effect on our house price values. Will we have to put up with the disruption, noise, litter, of building work and construction machinery passing through Monday to Saturday for 5 to 10 more years? I would encourage the council planning officials to include provision to provide a buffer for the Stephenson Park residents similar to the buffers afforded to Palmersville / Forest Hall / existing Killingworth estates, such as the tree line shown on the existing plans surrounding Stephenson Park.	provided, the distribution company employed to deliver the leaflets had not recorded new properties at this estate on their database. However, the Council is pleased to note that in spite of this, residents at the estate were able to learn of the engagement and provide comments on the emerging Masterplan.	
KMDM89	Resident	The Killingworth Masterplan came as a big big surprise to me and my family. We were never made aware of the size of the development when we purchased our property in April 2017. We were sold the property on the premise that it provided us with a village feel, that it was an enclosed development surrounded by trees (green belt) and that it would be a quiet and safe place for our children to play out and grow up. We were never made aware of the consultations by both North tyneside council or Bellway, but a leaflet through our door from one of our kind residents was the first time we heard of this plan. To our disgust when we attended the consultation, we were told that the road directly out the front of our property (Moorfield Drive) was to be a primary/access road. To say we were shocked and devastated was an understatement. We feel totally deceived and feel as if we have been mis-sold our property by Bellway. If we had been informed of these plans and planned access road out of the front of our property we would never have purchased the property. The main issues that we have with the Masterplan are as follows: '¢ Our main grievance is with the proposed planning submission by Bellway/North Tyneside Council to extend Moorfield Drive and make the street into a primary/access road with bus route. We were never informed of the ultimate plans at the time of	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p> <p>Regarding notification provided to residents of Stephenson Park</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		<p>purchase. If such information had been made available it would have had a major effect on whether we purchased our houses or not. 'Ç We also find it disgraceful that once the three planning consultations were planned, not one resident of Stephenson Park was informed. We know that information was posted to Killingworth Village residents and neighbouring area's. The only way that we were made aware of these meetings was when we received a leaflet from a Stephenson Park resident. 'Ç Many residents of Moorfield Drive and wider Stephenson Park development have young children, including ourselves. They have purchased their respective houses based on the information provided by Bellway that presented a 'village like' enclosed development with a quiet and safe place for children to play out and grow up. This included substantial landscaping around the site boundary as detailed in the information provided by Bellway in our legal purchase packs. From looking at the proposed plans it is evident that Stephenson park will become surrounded by further developments/houses with no green belt. The surrounding planned estates on Killingworth Moor all have green belts surrounding them and appear to be self contained estates, with one access road in. This is what we were sold when purchasing our property. 'Ç Making Moorfield Drive a through road will create a shortcut / rat run for the surrounding areas, such as motorists travelling along Great Lime Road and through the proposed new road from under the A19 to Shiremoor. This will create a major safety concern for the residents, as well as noise from the increased traffic. We are very concerned with this, as we have three children (one disabled) who currently play out the front of our property, in our currently cut-de-sac street. Our house is very close to the main road, with two of the children bedrooms at the front of the property. We can already here cars and neighbours of an evening, which in our opinion will get considerably worse if our road becomes a primary/access road.</p>	<p>regarding this most recent engagement on the emerging Masterplan the Council regrets that whilst the homes in question were included in the area of distribution provided, the distribution company employed to deliver the leaflets had not recorded new properties at this estate on their database. However, the Council is pleased to note that in spite of this, residents at the estate were able to learn of the engagement and provide comments on the emerging Masterplan.</p>	
KMDM90	Resident	<p>After speaking with residents of Stephenson Park I believe we're all shocked at the plans to continue Moorfield Drive and to also establish this residential street as a bus route! When we purchased the property we asked these</p>	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link</p>	<p>Additional reference in the Masterplan guidance to B1317</p>

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		<p>questions to Bellway and we're promised that this would be an en-closed street with no mention of a planned bus route. Residents of Stephenson Park have paid beyond the value of a property which is packed onto a 1600 housing estate for good reason and this was due to the promised 'village' estate which was well spaced apart and not overcrowded. Our plans provided by Bellway show Moorfield Drive coming to a cul de sac with greenery surrounding the entire estate, obviously it appears we were all lied to which is disgraceful. We're hoping the Council and take this seriously as it will most likely cost the residents money and will cause frustration as our street where children play is going to become a through road for construction traffic and once complete a rat run for daily commuting traffic. There are families on this estate who have spent half a million pounds on their home and now it's going to become a busy overcrowded estate? Everybody should have been informed of these plans by Bellway at the sales office, and if they're not doing that right now for possible new residents! They're hiding information to only benefit themselves and to steal from hard working customers.</p>	<p>road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p> <p>Regarding notification provided to residents of Stephenson Park regarding this most recent engagement on the emerging Masterplan the Council regrets that whilst the homes in question were included in the area of distribution provided, the distribution company employed to deliver the leaflets had not recorded new properties at this estate on their database. However, the Council is pleased to note that in spite of this residents at the estate were able to learn of the engagement and provide comments on the emerging Masterplan.</p>	<p>traffic management and identification of possible measures on the Masterplan layout.</p>

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
KMDM91	Resident	Thank you for your letter. I think this plan is terrible. When I moved to Killingworth over twenty years ago the countryside was really lovely. Now, as I'm driving around, instead of fields and trees all you can see every little plot of land is being built upon excessively. Near Shiremoor the number of houses built is unbelievable. They are squashed so close together the site looks like an army barracks. Near Backworth there is small building site going right up to the edge of a very busy road. I can only imagine how many houses will be squeezed in there! There's always a lot of traffic as it is going through what once was a lovely old mining village. I panic every time I see a piece of spare ground or trees being felled. Apart from anything else, will the roads be made any bigger.? So now, my journeys will be through housing estates instead of the lovely rural area it once was. Such a shame!	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.	None
KMDM93	Resident	We moved here 2 years ago [address removed by officer] and are very disappointed about your plan for houses that takes away so much land space from our areas. I know land owners and builders will make millions of pounds out of it so my opinion is negative and will get no response. However I make my point as a voter. The reasons are obviously clear to us who live here and enjoy the open spaces around us. Please do not turn us into another concrete populated place connected to more roads and whatever, that you few planners decide to do next from a safe distance no doubt.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.	None
KMDM97	Resident	I am disappointed that local schools have not been involved in any consultation around this despite the impact that it will have on them. Even though the great majority of all this new housing is to be in the existing catchment area of my school I have not been approached about the plan no the governor of the school informed. I am also a governor of Ivy Road Primary School and am concerned at the impact this would have on the school. Again Ivy Road have not been invited to any discussion on this.	The development of the Local Plan has included frequent engagement with the education team at the Council who are in regular liaison with schools across the borough.	None
KMDM99	Resident	Dozens of reports, thousands of pounds spent in paying the salaries of council staff involved in delivering this local plan.. Tens of thousands spent in the appointment of consultants and specialist advisers' . You would need to be a qualified planning inspector to appreciate in full the logic and reasoning	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is	None

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		of what's being proposed. Clearly those residents who are prepared to put their concerns in writing are quite rightly, annoyed at what is being proposed. Will the council take note and actually listen to what is being said by those who actually live in the area. Too many houses being proposed to those already under construction. What road and transport improvements? A through road from Forest Gate is not an improvement that will address the horrendous traffic problem currently being experienced by residents on a daily basis during peak times. It simply creates additional pinch points at peak hours and the staggered junction after Simonside Way is a joke. I accept that as an area, North Tyneside needs to promote economic development and to accommodate a projected increase in its population but the aspirations and outcomes detailed in North Tyneside's Report to Cabinet dated 9th October 2017 will not be delivered if the development of the Moor is allowed as detailed in the Masterplan.	established through the Local Plan allocation.	
KMDM100	Resident	In this current economic climate with Brexit and all that will bring it will be wise to wait to see what happens. As the housing market may collapse and leave half built developments with people suffering negative equity as is happening in parts of County Durham where some properties only barely worth 75% of the price paid. Note to a previous comment. 2000 houses may not mean 4000 cars, but it will mean 8 journeys per house per day (official government transport figures), thus 16,000 journeys per day into this area that cannot cope with the current traffic.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.  The evidence based needs for development in North Tyneside are based upon demographic forecasts in addition to a reflection of potential employment growth. Economic cycles can influence the rate of growth but in broad terms the underlying requirement for housing in North Tyneside is likely to remain.  The Local Plan transport impact	None

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			study has looked in detail at forecast trip rates from new development using comparable data from new estates in the local area. That data has informed the transport improvements proposed.	
KMDM102	Resident	I am concerned about the extra amount of traffic that this plan will generate because of all the new houses being built. This will seriously affect the wildlife corridor at Killingworth Moor and change the countryside feel of this area.	The Local Plan transport impact study has looked in detail at forecast trip rates from new development using comparable data from new estates in the local area. That data has informed the transport improvements proposed. The objective of the Local Plan and approach to the Masterplan is to prevent the merging of Killingworth with Palmersville and Forest Hall.	None
KMDM103	Resident	As a resident of Woodlands Grange I have a number of concerns regarding this proposal. First of all I would like to commend North Tyneside for some of the housing developments where they have utilised sites such as those beside Killingworth Lake, and the new Bellway development currently being built adjacent to the new Lidl store on Great Lime Rd. Similarly the Taylor Wimpey houses at the other end of Great Lime Road beyond Palmersville Metro was an excellent use of land that was going to waste. I am also happy with the Bellway development on the old stores site on Killingworth Moor. However I believe that your plans for the remainder of Killingworth Moor is just too much development and I would ask you to consider the following: ‘c Why so many homes - I appreciate that there is a need for new housing but	The principle of development at Killingworth Moor to meet the evidence based need for development, to provide homes for residents in North Tyneside is established through the Local Plan allocation. The evidence based need for development in North Tyneside are based upon demographic forecasts of change in births, deaths,	Non

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		there are hundreds and hundreds of properties for sale in North Tyneside and I have seen no evidence of thousands of people living on the streets because they have nowhere to live. To me this is more about money and the council lining their pockets with money from property developers and additional council tax 'ç The whole plan is just too much development, too much housing, too much disruption for local residents and basically just lazy thinking by the planning department presumably none of whom live in the area It would be nice to think that you would take on board some of the comments raised in this consultation and treat our concerns seriously but I fear that this was just a PR exercise and you can tick a box say that you have consulted with the local residents and then ignore everything and plough on regardless. I'll keep my fingers crossed but I won't be holding my breath Happy to discuss	migration and household size over the period from 2011 to 2032.  The objective of the Local Plan and approach to the Masterplan is to prevent the merging of Killingworth with Palmersville and Forest Hall and support delivery of appropriate infrastructure.	
KMDM104	Resident	I understand the need for a Masterplan so that the Council has some control over the housing development in this area but the cost to existing neighbourhoods is high. What was considered a quiet, nice rural area to live will become another mass housing estate with very few local facilities. More traffic is certainly going to be a big problem, road congestion is already a major problem in this area.	The Local Plan transport impact study has looked in detail at forecast trip rates from new development using comparable data from new estates in the local area. That data has informed the transport improvements proposed.	None
KMDM106	Resident	I would like to lodge a strong complaint with regard to the proposed planning application for Killingworth Moor. I bought my home at the end of July and at no time did any searches reveal the Local Council Plan as published, detailing the Government application for phase one of the build directly south and west of this house. Bellway were aware of the plan as was the council yet no disclosure nor information unveiled. The plan was stumbled across by another resident who has subsequently advised others as Stephenson Park was not deliberately allegedly delivered the flyers despatched by Bellway to other communities further afield. I would never	The development of the Local Plan and preparation of the Masterplan has been a public process over a number of years. The first reference to potential development at Killingworth Moor was included in the Local Plan Draft in November 2013, again in February 2015 and finally in November 2015. At each	None



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		have purchased this house had the information been disclosed by Bellway and feel that this should have been to avoid deception. The details of my complaint with reference to the Government criteria are listed below as it is felt that this small Village estate that has been integrated with the older established Village is now to be segregated from that, dividing the community here. Points for Complaint. It is not understood why this application and consultation has been progressed quietly from the residents point of view, it is however appreciated that this has benefitted both the Council, Banks and Bellway enormously and would have been passed without the knowledge and objections from this community despite the irreparable damage we will endure. I trust this complaint is comprehensible and although the list of reasons is lengthy is by no means complete.	<p>stage the Local Plan has been subject to publicity in the Council magazine and local press including the Chronicle. In addition over three occasions all households in the Borough have been provided leaflets that include a map of the proposed developments in the Borough – the final such leaflet was distributed in November 2015.</p> <p>Regarding notification provided to residents of Stephenson Park regarding this most recent engagement on the emerging Masterplan the Council regrets that whilst the homes in question were included in the area of distribution provided, the distribution company employed to deliver the leaflets had not recorded new properties at this estate on their database. However, the Council is pleased to note that in spite of this, residents at the estate were able to learn of the engagement and provide comments on the emerging Masterplan.</p>	
KMDM109	Resident	We have examined the Master Plan for Killingworth Moor as published in November 2017. The comments of the Killingworth Village Residents Association (KVRA) are set out below. KVRA has always reluctantly accepted that Killingworth Moor would be developed for housing. However, this	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link	Additional reference in the Masterplan guidance to B1317 traffic management

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		acceptance was made on the understanding that the character of Killingworth Village would be protected as far as possible. In particular, we felt that the additional traffic flows that would be generated by the development should be mitigated. As far as we could ascertain, the accepted Local Plan and its supporting documentation took our concerns into account. We would expect that the Master Plan would take account of both the physical and the externally imposed constraints. While we cannot comment on the effect that the existing physical features have had on the development of the layout, we do not think that the externally imposed constraints stated in the Local Plan have been taken into account. In particular, the Master Plan does not appear to make any attempt to mitigate the traffic flows along Killingworth Lane, Killingworth Road and through Killingworth Village (West Lane). We appreciate that the development will be subject to detailed planning applications which will be open to public consultation. However, we would hope that these will be on the basis of an agreed and acceptable Master Plan. KVRA believes that it will be much more difficult to change the fundamentals of the development at a later stage of the process. We trust that all conditions attached to subsequent planning approval will be rigidly enforced. Bellway appear to have a cavalier disregard for the conditions attached to the planning approval for Stephenson Park governing their method of operation and management of the construction process.	road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	and identification of possible measures on the Masterplan layout.
KMDM112	Resident	For 30 years I have lived adjacent to Killingworth Moor, at the edge of Killingworth's East Bailey. I would like to have my opinion on the proposed development of this land taken into account. Anyone who is familiar with this area will know that this land is a beautiful area, very quiet and peaceful (probably a good selling point for the developers, when advertising the newly built, surely not affordable, housing they propose to build here.) I am very much opposed to new housing being built here, especially in such huge numbers. My opposition is strengthened by the knowledge that this is not social housing, of which there is a serious shortage, but a development of	The principle of development at Killingworth Moor to meet the evidence based need for development, to provide homes for residents in North Tyneside is established through the Local Plan allocation.  The proposed development provides the opportunity for a wide mix of	None

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		private dwellings. As such, there will be no investment in public transport or similar infrastructure necessary to sustain such a huge influx into the area.	housing types and tenures to be delivered. The Council require 25% of homes to be affordable, which means in tenures available for social rent, shared ownership or discount market value retained in perpetuity.	
KMDM114	Resident	Killingworth Moor is a beautiful natural green oasis between the built up areas of Forest Hall, Holystone and the A19. You are already filling up the other side of it at Backworth. Enough is enough. Your so called 50m wildlife corridors are a joke if your maps are to scale then they don't look 50m to me. None of us want this in North Tyneside except you! Where do you live?	The wildlife corridor at the Seaton Burn Waggonway provides a 50m buffer, in total, a 100m wide corridor along the site. Other corridors on the site are narrower. Meanwhile sections such as the route of the pylons, central green heart are and southern strategic break are substantially larger.	None
KMDM115	Resident	General Comments I am commenting on behalf of my elderly mother; disabled brother and myself, where I am providing care for them at home [edited to remove names]. Many new homes are overly expensive, with the current Help to Buy Schemes, etc... inadvertently artificially increasing the price further. The use of almost secretive leasehold fees should be outlawed on existing and new developments. Room sizes of modern homes are generally too small and therefore not fit for purpose. On every new housing development there should be a good proportion of houses with a downstairs toilet and at least two en suite bedrooms in addition to the standard family bathroom and toilet upstairs in order to meet the growing need of households having to meet the care needs of elderly and disabled relatives at home and also having to possibly accommodate the needs of live in care workers who also need their own private facilities when providing care. A good proportion of new properties should be bungalows and both houses	Except for the requirement for provision of 25% affordable housing matters regarding the specific terms for leasehold or freehold sales are outside the remit of the planning process.  In relation to housing standards the North Tyneside Local Plan introduces policy, effective from October 2018 implementing minimum space standards and a requirement that 50% of homes should meet enhanced standards for	

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		and bungalows should either have an attached or space for a garage which could be converted to other purposes if needed. All new houses should have enough garden space for the growing of some fruit and vegetables, space for children to play or to site a garden shed / office for work at home / to accommodate hobbies, etc. Many new homes are too tightly packed together, giving a claustrophobic / oppressive atmosphere to many new developments. There should be space between houses, plenty of wide verges, tree planting, etc. Additional car parking should always be available. It should be the condition for any new development that high voltage electricity cables and pylons should be undergrounded and shielded against electromagnetic radiation. Too many existing and new housing developments are blighted by ugly power lines and pylons in the vicinity. It has been well known for many years that they contribute towards increased rates of cancer, mental illness, ME/chronic fatigue syndrome in a higher than average number of residents living nearby. All house builders, developers, planners, local authorities, utility companies, the National Grid should be working together to ensure new developments and existing communities are not be blighted in this way with a rolling programme of improvements to the visual environment and public health by putting cables underground wherever possible. Further, all new housing should be designed to Scandinavian standards of energy efficiency and should all now be able to generate and store much of its electric power needs, further reducing the need for new, high voltage overhead cables and pylons. Other energy generation and saving on use of natural resources should now be standard, eg solar and pv panels; the use of heat pumps; recycling and storage of grey water for toilets, etc.	<p>accessibility and adaptability for mobility needs.</p> <p>Government policy does not permit Local Authorities to impose more stringent construction and energy efficiency requirements than set nationally through Building Regulations.</p> <p>Good design in development is managed through the Councils Design Quality SPD and assessment criteria known as Building for Life.</p> <p>Power lines create design challenges but there is no evidence such structures are harmful. All electrical appliances emit electric and magnetic radiation. Proponents of such beliefs are often unscrupulous businesses promoting the sale of “protective equipment” to vulnerable individuals.</p>	
KMDM116	Resident	I am writing to you with regards to the proposed plan to build upon the historic Killingworth Moor. While I appreciate the need to build affordable new homes, the choice of locations must be considered with future generations in mind. There is lots of derelict land, (brown sites) which could be chosen in stead. Loss of green space, can be detrimental to our residents	The principle of development at Killingworth Moor to meet the evidence based need for development, to provide homes for residents in North Tyneside is	None

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		psychological wellbeing and to wildlife in general. As there has already been a dramatic increase in the building of new homes in Benton, Palmersville, Holystone, Backworth and Shiremoor, there is even less green space left. Please do not build upon Killingworth moor and Murton Gap. Please find more suitable areas that does not erode our landscapes natural beauty, heritage and our regions wildlife.	established through the Local Plan allocation. Part of that process included identifying all other suitable sites for allocation that include a wide range of brownfield locations across the Borough.	
KMDM120	Resident	Due to the excess volume of traffic that will be generated by the new development, I feel it will become a danger to pedestrians and cyclists from the new development travelling towards Killingworth Township. My concern is that the development will make the B1317 (Killingworth Lane) even more of a race track. I have noticed over the years since the road was upgraded there is a greater volume of traffic, small, large vehicles and a worrying increase in speed. I therefore propose the closure of the B1317 thus allowing a safe route and location for residents to progress to Killingworth Township, along with a further wildlife corridor and noise reduction for residents on either side of Killingworth Lane.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM130	Resident	Not sure why you've closed the consultation website at 6pm on the 20th November?? I'm emailing instead and hope that you will take my comments into account. General Masterplan comments: 1. The size of the development and number of proposed houses is excessive - in the 2011 Census, according to the Office of National Statistics there were 4,187 households in Killingworth. Notwithstanding the '000s of new houses which have been	The principle of development at Killingworth Moor to meet the evidence based need for development, to provide homes for residents in North Tyneside is established through the Local Plan	None

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		built or are already planned to be built in and around Killingworth area - to add half as many houses again on Killingworth Moor will place a huge strain on the area and I implore you to think again. 5 On another note - who did you tell about this consultation? This will have a major impact on all residents of Killingworth, Palmersville, Forest Hall etc yet not many people seemed to know about it. Also, we've had 2 years of noise, muck, heavy traffic since you built Stephenson Park. What guarantees will you make that builders will respect the local residents on this huge new scheme. Starting work before 8am, not using wheel washers when they were supposed to who is running the council? Bellway or North Tyneside Council? Please please respect your existing residents in all of this.	allocation. Part of that process included identifying all other suitable sites for allocation that include a wide range of brownfield locations across the Borough.  Households across Killingworth, Palmersville and Forest Hall in the vicinity of the site were notified directly of the engagement on the draft Masterplan.  Requirements to manage the impact of construction traffic and hours of operation will form part of conditions to any planning applications.	
KMDM132	Resident	I only have general comments to make which overlap several areas of the plan. The Context for Growth states the numbers of extra jobs and residents planned for the whole of North Tyneside, without information on how many of those are planned for Killingworth/Killingworth Moor. Naturally, things have changed from when the original Killingworth 'Township' was planned. But it successfully included places of employment for substantial numbers of residents, within easy walking or cycling distance, or a few stops on a bus. With housing replacing the British Gas buildings and being built in the light industrial estate in Camperdown, these areas of employment are gradually being chipped away. We should be keeping the existing local employment and adding sufficient new businesses to cater for residents of new housing developments. Large business parks are now concentrated into certain areas of the whole borough. Cobalt, Quorum, Balliol, Gosforth Business Park and Silverlink attract workers from the whole borough and beyond. Traffic is already in gridlock at peak times, public transport's not good enough so it's	In terms of employment, the Killingworth Moor allocation includes an area of 12ha of new employment land, whilst substantial employment areas exist at Quorum and Cobalt Business Park, Gosforth Business Park and Indigo park – all major employment sites in North Tyneside expected to see growth over the Local Plan period in close proximity to Killingworth.  The proposals that form part of the draft Masterplan create significant areas of open space for recreation	

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		<p>more than likely that the traffic jams will be increased by 2 cars from each new house. I don't know how this fits in with any environmental policies the council has. The council tries to promote a healthy lifestyle, eg fitness facilities in leisure centres, cycle routes and walking clubs. A healthy lifestyle certainly doesn't include sitting in traffic jams and causing pollution. Sitting in traffic jams, whether in cars or on buses, leads to stress which employers don't want for their staff, especially if it leads to lower production or time off for sickness. The Context for Growth mentions that there will be more residents aged over 65. The only mention of this that I could see was for an area near Holystone, where sheltered housing 'should also be considered' - only 'considered' not provided? As well as considering retirement apartments for the new development, there is also a need for such a scheme to rent by the council, in Killingworth now. Several new private developments around Killingworth in the last few years initially advertise they'll include properties for the over 55's to buy. Those properties never appear. Not all older people want to move from a family sized home straight into a small retirement apartment or bungalow. Many may prefer a larger bungalow until they feel they need to 'downsize'. Many bungalows are too expensive compared with family size houses. Perhaps quiet cul de sacs of larger bungalows could be built for shared ownership. This would in turn, lead to more family properties being available for families to move into and younger people able to buy their first home.</p>	<p>and introduce high quality walking, cycling and horse riding opportunities. The location of Killingworth Moor is accessible to a range of employment opportunities when considered against other alternatives in the Borough.</p> <p>Potential development at Killingworth Moor provide an opportunity to deliver a full range of housing types and include, particularly as part of the 25% affordable housing requirement.</p> <p>Good design in development is managed through the Councils Design Quality SPD and assessment criteria known as Building for Life.</p>	
KMDM137	Residents	<p>(1) 2,000 houses are these Council or private?</p> <p>(2) If Council why not update the ones you have and make them better for the tenants.</p> <p>(3) Spend the money on helping people with disabilities instead of telling someone disabled with hip / knee replacements, osteoarthritis in left knee and hip walking with a stick to be told to go and collect their own grit from the bins??? Where are these placed and how am I expected to carry it?? If I fall I will sue/ Help with gardens - once / twice a year not enough. Help with shopping if weather really bad. Look at other Councils.</p>	<p>Comments noted. The principle of development at Killingworth Moor to meet the evidence based need for development, to provide homes for residents in North Tyneside is established through the Local Plan allocation. The development will be privately led but the Council will seek 25% of the homes to be</p>	None

## General Masterplan Comments

Comment Reference	Respondent Type / Name	Comments	Officer Response	Amendments proposed / made
		<p>(4) Why do we need more disruption in Palmersville.</p> <p>(5) There was a walkway - this became a quagmire and a few years ago a body was found there then you built houses.</p> <p>(7) It should be stopped moving people from private housing into Council - there are possible more people waiting in need of Council housing.</p> <p>(8) Employment land?? What about all the empty offices on Cobalt, Cramlington, opposite hotel and Quorum Park Longbenton.</p> <p>(9) Police, what a joke, if Newcastle FC or England are playing you cannot get through on 101 or see a Police Officer around - but after either of these matches the place is swarming. Dame Vera Baird wants to get a grasp.</p> <p>(10) New residents moving in another joke. Some of us had to move in the next day - others take for ever more - don't move in - I go they take days - sometimes at night.</p> <p>(11) Here we go again if you live at Number (xx) you get everything done immediately everyone else has to wait, you do jobs then the residents can't leave things alone. They are past a joke send them back to Monkseaton.</p>	affordable – i.e. rented from Registered Providers or the Council, in shared ownership or Discount Market Value.	



## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
KMDM76	Save Killingworth Moor	No buffers on the site all villages just merge into one another - true urban sprawl welcome to the town of North Tyneside. We will be moving out of the borough before it becomes an urban ghetto	The proposed Masterplan includes significant areas of open space. Meanwhile the Council's objective and policy position aims to avoid the merging of communities.	Masterplan layout - Further changes to overall layout and development area made in response to range of consultation responses.
KMDM85	CPRE Northumberland	We commend the use of these principles in the development layout.	Comment noted.	None
KMDM96	The Coal Authority	The site identified as Killingworth Moor has significant coal mining legacy issues which include; 12 mine entries, within or within 20m of the site boundary, recorded and likely unrecorded coal mine workings at shallow depth and areas which may have been subject to past surface mining activity. The site is also in an area of surface coal resource. The Coal Authority is pleased to see that the Killingworth Moor Masterplan Engagement Draft, dated October 2017, identifies that past coal mining legacy poses a potential risk to the development and past mining activity needs to be fully considered. As previously noted there are a significant number of mine entries on the site, the exact location and condition of which are not known to the Coal Authority. We would therefore expect the exact location of these features to be established prior to any layout being designed for the site in order to ensure that adequate separation can be provided between these features and any buildings proposed. The Coal Authority is of the opinion that 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 our adopted policy: <a href="https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries">https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries</a> The Coal Authority is also pleased to see that Section 9.4 of the Engagement Draft, which sets out details of the planning requirements, includes the submission of a Coal Mining Risk Assessment and Mineral Safeguarding Report. We note that the document states that this information should support all types of planning applications including full. For clarity we would reiterate that planning submissions for anything other than an outline in principle will need to be supported by a Coal	Comment noted. The recommended approach will be advised to the Development Consortia as outline and full planning applications are developed.	Masterplan guidance – amendment to Ground Conditions Masterplan Considerations to reflect advice proposed.

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		Mining Risk Assessment which has been 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.		
KMDM126	Northumberland Estates	<p>We wish to stress that the proposed Masterplan is precisely that, a Masterplan. It is not a detailed plan for Killingworth Moor, as further detail will come forward at planning application stage. Any future planning application will be in accordance with the broad and general principles agreed by the Masterplan. For example, the location of the schools and housing is broadly determined by the Masterplan, but further investigation and survey work will determine viability constraints and set precise locations. More specifically, the employment land is located in the south-east corner of the site adjacent to the A19. The mix and arrangement of the employment land will be subject to occupier demand and the requirement of the market. The employment land could be a small number of large units, or a larger number of small units. The indicative layout of the Masterplan should not restrict the employment land coming forward in whatever scale and layout is appropriate. Attention should also be drawn to the Local Plan Policy S4.4(b) where it is a requirement to provide 17ha of employment land. The proposed Masterplan does not show 17ha of employment land, including around 14-15ha. It should be noted that detailed applications may deviate from the Masterplan in order to unlock the required 17ha of employment land. This should be supported by North Tyneside Council, despite not being in accordance with the Masterplan. It is important that the Masterplan retains the Local Plan allocation of 17ha and makes provision for layout and building scale to meet market requirements.</p>	<p>The Masterplan as established provides the flexibility in nature and design of development requested here.</p> <p>In so far as areas of land for particular forms of development may increase in size such changes must remain consistent with the overall green infrastructure strategy set out in the Masterplan.</p> <p>In relation to the total area of employment land proposed North Tyneside recognise that the Masterplan does not achieve the 17ha land area noted in Local Plan policy S4.4(b). This shortfall has occurred as a result of the detailed work undertaken in preparing the Masterplan and the competing pressure for residential land area in order to deliver 2,000 homes and the needs for education, open space, and ecology.</p> <p>Any increase in land area for a use such as employment land that led to a reduction in the total provision of open space or</p>	None

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			integrity of wildlife corridors would not be in general conformity with the indicative layout of the Masterplan.	
KMDM128	Killingworth Consortia	<p>We wish to point out and confirm that the proposed Masterplan is precisely that, a Masterplan. It is not a detailed plan for Killingworth Moor, as further detail will come forward at planning application stage. Any future planning application will be in accordance with the broad and general principles agreed by the Masterplan. For example, the location of the primary and secondary school is located in the general centre of the site, but the layout and alignment of the buildings, car parking, playing fields will be determined through the design process. Similarly, the employment land is located in the south-east corner of the site adjacent to the A19. The mix and arrangement of the employment land will be subject to occupier demand and the requirement of the market. The employment land could be a small number of large units, or a larger number of small units. The indicative layout of the Masterplan should not restrict the employment land coming forward in whatever scale and layout is appropriate. The Masterplan sets the general areas for residential development across the site. Again, it should be clarified and acknowledged that there will be some variation in residential densities across the site, for example the provision of elderly accommodation, family homes, affordable/starter homes. Details of density, housing type and mix will be provided at planning application stage. The proposed Phasing Plan in support of the Masterplan allows for multiple outlets of development which are linked to the provision of Phase 1 infrastructure works in a manner to ensure a measured and steady delivery of housing in line with the Council's annual housing target of 790 units per year. Phase 1 identified as part of the Masterplan is logical and soundly based, however the Masterplan Guidance should include a review mechanism in relation to future phases in order to allow flexibility to market and other matters which may arise. This would allow land identified as Phase 2 and 3 to be delivered interchangeably, with justification, and provides a reasonable planning based response to the</p>	<p>The Masterplan as established provides the flexibility in nature and design of development requested here.</p> <p>In so far as areas of land for particular forms of development may increase in size such changes must remain consistent with the overall green infrastructure strategy set out in the Masterplan.</p> <p>It is recognised that the broad layouts illustrated for the potential schools and employment land are not intended to be the final layout of proposals and flexibility will be necessary to respond to the needs of occupiers. The Masterplan will not fix such details.</p> <p>The proposed phasing plan will be treated by the Council as indicative when considering planning applications. The Council's view is the identified phasing is shown to demonstrate the relationship between housing</p>	<p>Consider wording to clarify role of the phasing plan in the Masterplan as indicative to inform delivery infrastructure alongside development.</p>

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		request to identify the Ord/Persimmon land as an earlier phase. It should be noted that the residential development around the proposed Metro Station should only be considered as a sustainable location if the Metro is delivered, otherwise it is not well-connected to the wider site. Furthermore, high density development should only be encouraged here if the Metro Station is delivered. The early phasing and high density development of this area is predicated entirely on delivery of the Metro Station, which the evidence demonstrates is not required at Killingworth Moor.	<p>delivery and provision of infrastructure. There is no desire or intention on the part of the Council to prevent or delay development that could legitimately come forward and be served by the infrastructure it requires at the right time. Consequently, should development come forward that does not accord with the phasing plan but provides the necessary infrastructure, conflict with the phasing plan would not weight against approval of the application.</p> <p>In relation to the sustainability of development at the Ord land, fundamentally the Council considers this area to be at least as accessible to the local centre, new schools, existing and potential new employment opportunities and public transport as any other part of the site. IN comparison to locations such as towards High Farm, the area could reasonably be considered relatively more sustainable. In any event, in relation to density as noted by the Killingworth Consortia matters of density, housing type and mix will be</p>	

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			provided at planning application stage.	
KMDM133	The British Horse Society	Provide access through the developments for walkers cyclists and horse riders by creating links to the existing bridleway network - refer to the Rights of Way Improvement Plan, section D of the Local Transport Plan and the Equestrian Access Strategy Appendix of same.	Comment noted.	Additional, specific reference to horse riding and bridleways within the Masterplan Guidance.
KMDM9	Resident	At this time I have a private rear garden which is not overlooked, one of the reasons I purchased this property. I hope that the council will reassure us that the future development will safeguard our privacy and not allow highrise housing in the form of townhouses etc.	The proposed layout shows development areas set back from the edges of the strategic allocation. At the B1317 Killingworth Lane this combined with the overall topography of the site mean there will be limited over-looking. The overall design of development is controlled by the Council's Design Quality Supplementary Planning Document and Building for Life assessments. At this time, the nature of development at Killingworth Moor is not expected to include high rise buildings.	None
KMDM11	Resident	If the proposal is to not merge the three areas then it has failed. Note of a buffer between these areas is required to achieve this.	The principle of the proposed development of approximately 2,000 homes at Killingworth Moor to help meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.	Review of the layout particularly adjacent to Forest Gate.

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.	
KMDM15	Resident	I like the way that the development is split up, with green buffer zones separating each area. I hope that the houses that are built will have some character and decent plot sizes. I would prefer to see a few different developers involved, not just all Bellway! I personally do not like the way new housing developments are designed generally, with as many houses shoe-horned in as possible! I hope that there will be adequate parking provided for all houses, with driveways that can take at least two cars!	It is likely given the scale of the site that a number of house builders will be active.	None
KMDM17	Resident	Very few open space buffers are provided in these plans which appears to be intent on going ahead at all costs to meet house building targets at the expense of the area and environment on green belt land.	<p>The principle of the proposed development of approximately 2,000 homes at Killingworth Moor to help meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.</p> <p>The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall and provide as well meaningful areas of open space for recreation and biodiversity.</p>	Review of the layout particularly adjacent to Forest Gate.
KMDM18	Resident	The merging of the areas will have to happen so that the houses aren't accessed from one area. The question is where do Killingworth, Forest Hall and Palmersville end? They are going to basically merge into one.	<p>The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.</p> <p>The road infrastructure sets out is</p>	Review of the layout particularly adjacent to Forest Gate.

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			designed to provide a suitable access to Killingworth Way in the north, Great Lime Road in the south, through to Backworth at both a new underpass and the existing bridge.	
KMDM21	Resident	Is there going to be a name change as Killingworth, Palmersville, Backworth & Forest Hall will cease to exist as separate areas and will just all merge into one.	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.	Review of the layout particularly adjacent to Forest Gate.
KMDM22	Resident	Where are the boundary's going to be between Killingworth, Backworth, Palmersville & Forest Hall? From looking at the proposed development it looks like it will all just blend into one.	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.	Review of the layout particularly adjacent to Forest Gate.
KMDM23	Resident	Too extensive. Housing too expensive for residents.	Comments noted. The layout proposed i n the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.	Review of the layout particularly adjacent to Forest Gate.
KMDM26	Resident	It is only a matter of time before it becomes an urban sprawl.	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.	Review of the layout particularly adjacent to Forest Gate.
KMDM30	Resident	There seems to be a huge sacrifice of green space that cannot be restored once gone. Make these eco-friendly developments. Include solar panels on all new homes. Â£5k for 5KW system. If you buy 2000, the price will be less/house.	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.	Review of the layout particularly adjacent to Forest Gate.

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
KMDM32	Resident	Layout is not acceptable to moorfield drive/highfield place as a bus route and main road straight through a housing estate is a safety concern for children playing. This could be planned better to keep each area 1 way in and 1 way out with no bus route through.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM35	Resident	2) The proposed use by buses of Moorfield Drive (or any route within the estate) is both unreasonable and unnecessary. I would urge that if this new main road is required it is relocated outside of the current Stephenson Park boundary. This would both improve traffic conditions for residents and the traffic flow for the buses. I would be happy to Mark up a plan if this would help highlight a new proposed route. The pedestrian route where the proposed road would be constructed could be designed to run adjacent to this new road and also provide an opportunity for a high quality cycle path to be designed into the plans. 3) The new main road proposed to link the development to Forest Gate is only planned for phase 2 of the plan. I strongly feel that this should be one of the first items of work to be completed at an early part of phase 1. This would alleviate potential traffic problems close to Killingworth Village, allow opportunities for developers to have multiple points of entry to the proposed new sites and give certainty and knowledge of	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.



## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		commitment to improve the road network as soon as possible. 4) The potential metro station should have a firm commitment. This again should be completed during the phase 1 development so that a new transport link is readily available to new residents and sustainable transport encouraged. 6) Road network improvements - Killingworth Village should be protected in some way. The village is already suffering from increased traffic. Ideas to mitigate this could be to close the road that runs through the village at the current Stephenson Park entrance once the new link road is constructed. By doing this it will drastically reduce the amount of traffic able to pass through the village. 7) The new link road will lead on to Forest Gate and link up to the Wheatsheaf Pub roundabout. This junction needs attention now and is gridlocked on a daily basis. Urgent investment is needed at this junction now especially if it is to cope with the new proposed influx of traffic. It must be in the developer and council's interest to resolve this prior to many more houses being completed and the disruption any improvement works could cause.	Stephenson Park and Killingworth Village would not be a through route.  Improvements are already planned at Wheatsheaf roundabout in association with development at Holystone. Further improvements have been considered in association with the proposals for Killingworth Moor and will be required as part of any planning application.	
KMDM36	Resident	These buffers proposed are barely buffers at all. This will destroy the natural beauty of the area.	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.	Review of the layout particularly adjacent to Forest Gate.
KMDM38	Resident	I am happy with the plans for the housing developments, however I am extremely unhappy with the proposed road links and bus routes.	Comments noted.	
KMDM40	Resident	I am happy with the plans for the housing developments which will see a further 1600 homes built. However, I am extremely unhappy about the plans for Moorfield Drive to become an access route for the proposed further developments, as when we purchased our property, which is situated on Moorfield Drive we were specifically informed by a Bellway's sales representative that Stephenson Park would be an enclosed private estate with one access point in and out of the estate. This was one of the main reasons we purchased our property as we have small children who play out in the street and a through road represents major safety concerns/implications for our family. I believe that Bellways have mis-sold our property to us, and have been deliberately deceitful and have withheld vital information from us,	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		in order to sell the properties Stephenson park more easily.	sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	
KMDM41	Resident	Too much of the surrounding countryside will be lost due to the need for more main roads and bus routes.	Comments noted, the principle f	
KMDM42	Resident	Was never told the extent to the development by bellway	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.	None
KMDM43	Resident	If the whole of this development has to go ahead, and it seems likely despite objections, since the land is already in the ownership of developers, I would like to see a variety of house styles. There are too many Bellway homes already in this area. ( I see they are named in the consultation brochure). Lets have variety of design and input over the area.. Personally I would like to see more thought given towards homes for mature people, Maybe a cul de sacs of larger bungalows at a comparable price to a family home. Mature people sometimes need to give up a family home because mobility and maintenance issues but not necessarily space issues as extended family issues can mean space is still needed. I am hoping that the developments will definitely not have any traffic access straight onto Killingworth Lane and will have to access via the new road. This should maintain the environment of Killingworth old village and this road will not have to endure any more traffic management implementations. I would like to see the new road skirt more east nearer the existing A19 boundary to ensure a quieter area around waggonways and Killingworth and Backworth Lanes for walkers, cyclists and habitat alike. Please ensure buffer zones are maintained throughout and enhanced in width	<p>The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.</p> <p>As a large strategic site in multiple landownerships there are likely to be a number of developers on site with distinct approach to housing delivery adding to diversity. The scale of the site will also enable a wide mix of housing types to be delivered.</p> <p>The overall design of the development will be guided by the</p>	None

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		where possible, with extra planting and wildlife habitat a main issue. Please ensure infrastructure and facilities in schools and GPs are developed in Phase 1 as existing Killingworth facilities don't seem to be able to cope now.	<p>Council's Design Quality Supplementary Development Plan and the Transport and Highways Supplementary Planning Document.</p> <p>The proposed alignment of the road remains indicative but its general relationship to development parcels is likely to remain as its key role in addition to providing a strategic link is to enable each phase of the site to come forwards.</p> <p>The Council's approach seeks to ensure appropriate infrastructure is secured at the right time to meet the needs generated by the development. This is reflected in the indicative phasing plans.</p>	
KMDM44	Resident	The open space buffers are so small that the merger of Killingworth, Forest Hall and Palmersville will appear to have occurred after the development is complete. The buffers are simply far too narrow.	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.	Review of the layout particularly adjacent to Forest Gate.
KMDM47	Resident	Make each minor development area within the overall masterplan a cul de sac to maintain a safe and largely residents only traffic zone. Plan access roads accordingly to still allow public transport provision and access to new metro station.	The overall design of the development will be guided by the Council's Design Quality Supplementary Development Plan and the Transport and Highways Supplementary Planning Document.	

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			The overall layout must maintain highway safety and provision of appropriate accessibility.	
KMDM48	Resident	The idea of linking these conurbations together is entirely objectionable. Why is it necessary? What is the benefit? I can only see this causing major traffic issues and safety issues. Many residents on Stephenson Park have very young children, or children with disabilities. They purchased their properties on this development as a result of the reassurances from Bellway that it would not vastly exceed it's current size. I myself have animals and have purchased the property as a semi-rural, village location. I fear an access road through Moorfield Drive will simply create a rat run as people shortcut through it to avoid Great Lime Road. My property also has very little land to the front, as do many other properties on this street. This in itself is not a problem, but if this was to become a major highway it would cause me significant issues in terms of noise, dirt and driveway access. I would no longer be able to allow my cat outdoor access - another reason why I bought in a quiet cul-de-sac in a rural village location. And if an access road is necessary, why does the access road have to go through Moorfield Drive? Why cant it be positioned through one of the yet-to-be built developments, positioned in a more sympathetic way where residents will not be compromised?	<p>The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.</p> <p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	<p>Review of the layout particularly adjacent to Forest Gate.</p> <p>Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.</p>
KMDM51	Resident	The proposed sites appear to fill the open space area - 2,000 homes approx. 4,000 cars, nursery provision, schools, G.P's. Road infrastructure Over development.	The proposed Masterplan aims to secure appropriate infrastructure in association with housing development.	None
KMDM52	Resident	If possible make the entrance to the new Killingworth bypass at Forest Gate	At Forest Gate the identified	To Be Confirmed

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		further away from the existing housing. The plan is showing road running directly alongside the rear of properties.	access arrangement is currently being reviewed to assess the potential to create a buffer between existing properties and the new road. Any development will need to demonstrate that it does not result in unacceptable harm through noise and air pollution.	
KMDM56	Resident	<p>The idea of linking these conurbations together is entirely objectionable. Why is it necessary? What is the benefit? I can only see this causing major traffic issues and safety issues. Many residents on Stephenson Park have very young children, or children with disabilities. They purchased their properties on this development as a result of the reassurances from Bellway that it would not vastly exceed it's current size. I don't have animals at the moment but have just registered to become a guide dog foster mother and have told them that my property is in a semi-rural, village location. I fear an access road through Moorfield Drive will simply create a rat run as people shortcut through it to avoid Great Lime Road. My property also has very little land to the front, as do many other properties on this street. This in itself is not a problem, but if this was to become a major highway it would cause me significant issues in terms of noise and dirt my driveway is at the back of my property, we have at least 2 cars sometime 3 if my son stays . So I always park my car on the road out side the front of my house . its difficult to get cars passed never mind a bus! If an access road is necessary, why does the access road have to go through Moorfield Drive? Why cant it be positioned through one of the yet-to-be built developments, positioned in a more sympathetic way where residents will not be compromised? and would be aware they were purchasing a property on a main road .</p>	<p>The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.</p> <p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	<p>Review of the layout particularly adjacent to Forest Gate.</p> <p>Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.</p>

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
KMDM57	Resident	Large open space buffers required	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.	Review of the layout particularly adjacent to Forest Gate.
KMDM58	Resident	Fair enough there may be a link to them but through moorfield drive as a accident waiting to happen. There are lods of kids in the street at all times and people paid enough for these houses, why cant they make a link to them around these said houses instead?	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM59	Resident	The layout of the proposed development seems overly crowded. Having an area of open space behind our house, and the proposed location of houses shown on the plans, will limit our access to open spaces for our daughter to play and our dog to be walked. The bridle path area is popular in the area for locals to enjoy outdoor pursuits dog walking, cycling, walking etc, but it looks as though the area will be pretty much limited to one path, with no room on either side due to the proposed build of houses and associated road. The landscaping that we were told about, and signed within our legal packs when	The wildlife corridor at the Seaton Burn Waggonway provides a 50m buffer and, in total, a 100m wide corridor along the site. Other corridors on the site are narrower. Meanwhile sections such as the route of the pylons, central green heart are and southern strategic	

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		buying the house does not seem to be being adhered to (reservoir and nature reserve at the bottom of the current Stephenson Park development, and tree lined landscaping at the end of the current Moorfield Drive).	break are substantially larger.	
KMDM60	Resident	Refer to general masterplan comments	Noted	
KMDM61	Resident	Killingworth Moor is one of the last real green areas and it should remain so. There is already a problem with the number of cars and congestion in this area of North Tyneside. I also have an issue with the impact on the wildlife on the moor. Being a dog walker I've been able to enjoy such a great area close to my home. This development will clearly have a major detrimental impact on the wildlife.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.	None
KMDM62	Resident	There is no open space between Simonside estate & the new estate-there is a buffer shown but this does not state the distance from the road There is no reason on why the estate could not be moved further onto the moor in order to provide a substantial buffer and a proper open break between the merging of Killingworth & the new estate. The distance from the Killingworth moor side edge of the road, to the new road edge needs to be at least 50 metre's to allow privacy for the bungalows backing onto Killingworth lane-these are two storey houses as shown on the plan so will have a viewing angle into what are our bedrooms at the rear of the bungalows. This contravenes the human rights act on the right to privacy & family life. Article 8: Right to privacy 1. Everyone has the right to respect for his private and family life, his home and his correspondence. 2. There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others. The buffer tree planting also needs addressed in that the trees need to be mature enough to do the job they are intended for as a screen, they need to be at least of an age that when the houses are built they actually work as a proper screen And do not allow anyone in the new homes being able to overlook our garden walls etc. So no planting of saplings/ twigs etc that will not grow enough over the next five to 10 years To make a screen. The only place on the whole of the local plan with	<p>The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.</p> <p>The proposed development includes a buffer set back from the B1317 with provision of a green link prior to any access roadways, drives and front gardens creating a significant distance between likely new development and existing properties.</p> <p>Once detailed housetypes are submitted as part of any planning applications the specific implications for overlooking and harm to residential amenity would be considered in full.</p>	<p>Review of the layout particularly adjacent to Forest Gate.</p> <p>Consider further reference to scale of development at edge of development in relation to B1317 and existing properties.</p>

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		no open break is the Killingworth road/ Simonside estate. There is more than enough space on the moor for the whole project to be moved down over to allow an open space-not a small buffer zone.		
KMDM63	Resident	Complete willy-nilly by planners no real thought gone into it from locals points of view.	Comment noted. The	None
KMDM64	Resident	No mention is made of additional medical facilities and the existing practices are already under severe pressures. A possible "Metro" station is proposed is this a replacement of the existing "Palmerston" station its hard to believe a second station close to this one existing. It states in your document that 56 of 70 housing allocations on brownfield land, this is not so as whole of the land is currently farmland.	The infrastructure requirements identified as part of the Masterplan include support for improved capacity for GP / primary care. The Council is working with the Clinical Commissioning Group on the requirements for this as part of the development. Any new metro station at Killingworth Moor would be in addition to existing stations. The 56 brownfield allocations are at other locations across the Borough. Killingworth Moor is one of 14 greenfield allocations.	none
KMDM67	Resident	The development and principles should not be allowed to be changed in any way by developers for profit.	Comment noted.	None
KMDM68	Resident	It does NOT protect the character and identity of Killingworth Village and existing communities as claimed. Quite the reverse! The new development will result in a large conurbation consisting of Killingworth, Killingworth Village, Palmerston, Backworth and Holystone. The buffer zones are far too small.	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmerston and Forest Hall.	Review of the layout particularly adjacent to Forest Gate.  Consider further reference to scale of development at edge of development in relation to B1317 and existing



## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
				properties.
KMDM69	Resident	See above comments	Noted	None
KMDM70	Resident	If a development was to take place then there should be a firm commitment to 25% of the homes being affordable NOT up to 25%. I understand developers often do not deliver the affordable homes because it effects their profit margins. To me the "up to 25%" is representative of the nature of this scheme. The development "principles" are very questionable. With respect to retail provision this is again vague: what sort of retail provision. In general I believe we have enough retail outlets within the area. With respect to protecting the character of Killingworth Village: the best way of doing that is not to build this enormous estate. With respect to supplying new green spaces we already have a large green space - Killingworth Moor.	<p>The Council's policy seeks 25% affordable housing. It is important and a government requirement that policy requirements do not jeopardise the delivery of otherwise sustainable positive developments that contribute towards housing needs.</p> <p>The proposed local centre is to serve the day to day needs of residents at the site and will be important for overall sustainability of the scheme.</p>	None
KMDM71	Resident	Village close, already busy with traffic as many households have > 2 cars. If village close expands into the managed services area the annual fee needs to be removed, Village close can only be a small cut de sac. We didn't buy our property mis sold by Bellway to have circular traffic on site. It supposed to be a small Village estate.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			route.	
KMDM74	Resident	It is of no great surprise that we have also not been informed that our village will soon be turned in to a massive sprawling housing estate, when most of us probably moved here to get away for this kind of estate. It is hugely disappointing that Killingworth Village and Backworth will no longer be the lovely green areas that they are now which are few and far between. The so called buffers between the estates in no way makes up for this loss - from the outline there looks to be very little green buffering which will completely destroy wildlife, if it isn't already killed off during building phases	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall.  Killingworth Village is protected specifically from development by	Review of the layout particularly adjacent to Forest Gate.  Consider further reference to scale of development at edge of development in relation to B1317 and existing properties.
KMDM78	Resident	I would please urge you to relocate the proposed main road outside of the current Stephenson Park boundary.	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
KMDM79	Resident	The revised Masterplan removes the original planned open space buffers, and makes little provision for open spaces within the development. It does not indicate whether the housing types that are planned are high or low density, which will have further implications for population and traffic burden. These are issues that must be clarified. The original plans indicated that our street would eventually terminate in a cul de sac, therefore, would be subject to through-traffic from residents and visitors only; whilst this is apparently still the case, albeit more extensive, we would appreciate reassurance that this will not be subject to any further plan adjustments.	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall. The Council's objective is to ensure the principles established by indicative layout set out within the adopted Local Plan are achieved.	Review of the layout particularly adjacent to Forest Gate.
KMDM80	Resident	We petitioned against Bellway building Stephenson Park last year and eventhough we had a large amount of support and evidence that there were bats living in that area, the council simply ignored this. The residents of Orchard close and the surrounding estates knew that once building permission was passed to build on the old REME site that it would only be a matter of time before the rest of the surrounding green fields were build on, and surprise surprise this is now the case!	Comment noted.	None
KMDM82	Resident	I agree with the prevention of the merging of Killingworth Moor, Forest hall and Palmersville as living on Moorfield Drive this will make the street a direct route linking all areas which will create a large build up of constant traffic. We were also told that Killingworth Village would always have a border between Forest Hall and Palmersville. If links are necessary they could be added to new estates or phases.	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			route.	
KMDM83	Resident	Killingworth Moor is a historical site and can ,I believe, be traced back to a medieval settlement. It was also the original Newcastle race course. Communities will loose their boundaries and will merge into one,despite your proposals.	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall. The Council's objective is to ensure the principles established by indicative layout set out within the adopted Local Plan are achieved.	Review of the layout particularly adjacent to Forest Gate.
KMDM86	Resident	Looking at the plan outline images, "preventing the merging of Killingworth Moor" seems to be a statement not backed up by actions. The land immediately to the back of my property on Moorfield Drive has a public footpath and a small area of moorland which is used by dog walkers and local people for walking, and it is earmarked for development in the next phase. If the footpath is to be saved, then surely it makes sense to start the next housing area AFTER that footpath to preserve the boundaries and leave a little area for wildlife, such as the pheasants and bats we see regularly.	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall. The Council's objective is to ensure the principles established by indicative layout set out within the adopted Local Plan are achieved.	Review of the layout particularly adjacent to Forest Gate.
KMDM88	Resident	I appreciated some effort has gone into leaving some open space between Palmersville / Forest Hall to prevent merging. However only a very small buffer (row of trees) is shown between the existing estates in Killingworth; Simonside Park etc.and there is no buffer to prevent the merging of Stephenson Park into the new developments. When we purchased our property on Stephenson Park we were advised it would only be about 250 houses and the plans showed the estate ringed by trees but this Master plan will remove those and substantially increase it 4 - 5 times in size. I implore the council to stick to the original plans on which we were sold our house and our decision to move here was based. Such huge expansion will change the	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall. The Council's objective is to ensure the principles established by indicative layout set out within the adopted Local Plan are achieved.	Review of the layout particularly adjacent to Forest Gate.

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		exclusive, quiet, village type nature of the estate entirely bringing detriment to the existing and future residents, not to mention the effect on our house price values. I would encourage the council planning officials to include provision to provide a buffer for the Stephenson Park residents similar to the buffers afforded to Palmersville / Forest Hall / existing Killingworth estates, such as the tree line shown on the existing plans surrounding Stephenson Park.		
KMDM89	Resident	You state within the Masterplan that of one of your objectives is to:- " 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." This will not be the case with Stephenson Park!! You are planning to connect us to several surrounding estates, as well as continuing to extend our estate on all available boundaries. There is no provision on our estate for open space buffers. It is just expected that we will become part of a much larger estate, whilst all the other planned developments on Killingworth Moor will become private estates with surrounding green belts!! We currently walk on Killingworth moor with our children and pass many residents who are also with children or pets. This will not be now possible with the proposed plans for Killingworth Moor as the green belts/buffers that you have mentioned will be taken away from us!! Again we were sold our property on the premise that our development would be an enclosed development with tree lined buffers/landscaping surrounding the estate.	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall. The Council's objective is to ensure the principles established by indicative layout set out within the adopted Local Plan are achieved.	Review of the layout particularly adjacent to Forest Gate.
KMDM90	Resident	We were always informed Killingworth Village would stay independent from neighboring communities, these roads are a direct conflict once again of the promises made by Bellway at the time of purchasing our property.	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall. The Council's objective is to ensure the principles established by indicative layout set out within the adopted Local Plan are achieved.  The primary route for traffic to	Review of the layout particularly adjacent to Forest Gate.

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			<p>and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p> <p>The open break between the historic setting of Killingworth Village and Forest Hall is protected by a Local Green Space designation and not allocated for development.</p>	
KMDM99	Resident	See above	Noted	None
KMDM100	Resident	The original plans were going to leave buffers between all these towns, it seems a new town may grow called KillingBackPalmer's Forest! All the construction traffic must be kept away from all current roads that are ill equipped to deal with, any restrictions will be ignored as they are now as the council are incapable or unwilling to enforce them.	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall. The Council's objective is to ensure the principles established by indicative layout set out within the adopted Local Plan	Review of the layout particularly adjacent to Forest Gate.

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			are achieved.  A scheme for the appropriate management of construction traffic will be required as part of any planning application.	
KMDM102	Resident	Open space buffers are extremely important to minimise the effects of the large scale building plans.	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall. The Council's objective is to ensure the principles established by indicative layout set out within the adopted Local Plan are achieved.	Review of the layout particularly adjacent to Forest Gate.
KMDM103	Resident	'C However my main concern involves the boundary between the new developments and the existing properties in Forest Hall and Palmersville. The proposed development at the western end which I believe might be referred to in the plan as the south west corner only has a gap of some 100 yards between the new properties and the existing properties in Palmers Green. Why cant' this boundary be the same width as the boundary as you move further east? There is an existing hedgerow that runs along from the waggonway to the bottom of the current Bellway development and this would be a more natural boundary providing a more reasonable break between the existing and new communities. You might lose 50 or so houses but I'm sure these could found elsewhere in North Tyneside or via creative planning by the developers. 'C Also the proposed path to the west of the waggonway to Killingworth Lane (over the field at the back of Woodlands Grange) is absolutely pointless and unnecessary unless of course your aim is to provide more areas for groups of youths to wander and congregate, drink and generally misbehave. I'm sure the local drug dealers will also appreciate the ease of access. But if thats what your aim is then I'm sure it will be a great success. Other than that the path to nowhere is a stupid idea!!!!	The layout proposed in the Masterplan aims to retain the distinctiveness of the communities of Killingworth, Palmersville and Forest Hall. The Council's objective is to ensure the principles established by indicative layout set out within the adopted Local Plan are achieved.  The open break between the historic setting of Killingworth Village and Forest Hall is protected by a Local Green Space designation and not allocated for development.  The wildlife corridor at the Seaton Burn Waggonway provides a 50m	Review of the layout particularly adjacent to Forest Gate.

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			buffer and, in total, a 100m wide corridor along the site. Other corridors on the site are narrower. Meanwhile sections such as the route of the pylons, central green heart are and southern strategic break are substantially larger.	
KMDM106	Resident	<p>2. This is a enclosed Village housing estate with planned landscaping to the west and south aspects with views over green space, a vital amenity to the community especially the most vulnerable that will be hardest affected. 3. Planned landscaping by Bellway of a woodland recreational community space, used frequently by the residents and children in Quarry Close, though not yet finished, must be protected also community amenity and adjacent to houses occupied by vulnerable adults and children, that will be severely harmed health wise if this area is turned into a noisy polluting construction sight. 4. The need for new homes can be met using other brownfield sites first before using the farmed greenfield site at the west and south location of homes in Quarry Close. 5. The planning application did not show up on recent searches, nor was it disclosed by Bellway, Riverside or estate agents and it is felt that these homes have been mis-sold. I would never have purchased a house here, having only bought in the last four months, I feel that I have been deceived and this development plan will adversely affect the health recovery of this family and others, trauma and asthma sufferers, autism etc. 6. In the event that this location is turned into a building construction site, access will be further limited by the equipment and traffic as well as road conditions made again more hazardous. There is no evidence of any communication, regard, consideration or social conscience shown by the builders or council in this respect to any of the residents on this estate. Nor alternative amenities provided for the children's play areas and disabled access requirements. The resident children are free to play out in the street and communal amenity garden safely as per government guidance for healthy lifestyle. This will cease as a direct result preventing suitable safe, energetic outdoor play and cycling on the estate for all the resident children. This it is assumed will be the case for years until the construction is finished and they have grown out of</p>	<p>The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.</p> <p>The development of the Local Plan and preparation of the Masterplan has been a public process over a number of years. The first reference to potential development at Killingworth Moor was included in the Local Plan Draft in November 2013, again in February 2015 and finally in November 2015. At each stage the Local Plan has been subject to publicity in the Council magazine and local press including the Chronicle. In addition over three occasions all households in the Borough have been provided leaflets that include a map of the proposed developments in the Borough – the final such leaflet was distributed in November</p>	



## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		<p>childhood. None of this estate should be described as suitable family homes.</p> <p>7. The Greenfield arable field surrounding this area of the estate is active crop farmland with good quality soil and can be maintained by the community as normal practice for years. This should be kept as the primary use of this land as other brownfield areas are available for re use to the east and also near the west villages and other areas. This cannot be first phase development before brownfield I believe. 8. Consultations and information has been quietly distributed in other areas, yet no resident on this estate as far as is known received any pre-advice of the proposed plans and consultations held some distance away. Nor have those residents at the bottom of the hill in Forest Hall for example Nicholson Terrace as stated we have found out by luck and Bellway have refused to offer any reply or details to us when requested even. Sales merely stated planned development to the east of the estate as illustrated on the brownfield site to be used first as per required. 9. Pollution increase unacceptable for the community and vulnerable Riverside tenants. Riverside homes the largest property owner, state that they have not been informed or consulted either. 10. Community integrated with the existing Village should not be now isolated and segregated. 13. Some private Bellway properties are considered cheaper per square metre than some of the "affordable properties" that also have a lower quality design specification and facilities e.g. Garage or garden or even enclosed frontage. 14. Affordable housing is of very poor quality, street lights not connected and boundary fencing not installed even. Misfitting doors, uneven floors with structural defects and cracks, poor property emergency exits or nailed closed, un safe mal-fitted flooring, unsuitable cladding and toilet washroom fittings not suitable for disabled use to date as evidenced by lists of residents property faults yet still to be scheduled or auctioned for attention by Bellway for numerous Riverside residents. 15. Community, amenities, green space and access need to be safeguarded</p>	<p>2015.</p> <p>Regarding notification provided to residents of Stephenson Park regarding this most recent engagement on the emerging Masterplan the Council regrets that whilst the homes in question were included in the area of distribution provided, the distribution company employed to deliver the leaflets had not recorded new properties at this estate on their database. However, the Council is pleased to note that in spite of this, residents at the estate were able to learn of the engagement and provide comments on the emerging Masterplan.</p> <p>A scheme for the appropriate management of construction traffic will be required as part of any planning application.</p>	
KMDM114	Resident	<p>We don't want any of it. Bu what you are showing is far too crowded. How the hell can you pretend to put 2,000 houses and business units here? Why don't you put them on the soon to close (next year) Coty Factory in Seaton Deleval? Oh or the so called Green Belt land between Burradon, Annitsford and Seghill. no one uses this for natural recreation like Killingworth Moor!!</p>	<p>The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan</p>	None

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			allocation.	
KMDM115	Resident	Development layout and principles There is an urgent need for more housing provision for the elderly and for those with longterm / lifelong disabilities and care needs. As in my own case, many more families are having to cope the care needs of different types and different stages of the life cycle simultaneously. There is an urgent need for more village / intentional communities of attachment. There are very few that accommodate the needs of both the elderly and the disabled and those who may also need to continue working while supporting the care of other family members. Could the Killingworth Moor development incorporate a 'garden care village community' • within it to meet the needs of people with autism, learning disabilities, complex needs, their elderly relatives and other family members who may need to continue with some sort of ordinary life? There have been some very welcome 'village community' • projects for specific purposes: Lenore Care, North Shields and Treetops, Walker for those with autism / learning disabilities and for older people. However, something of the original care village community concept has been lost with them being very high density accommodation and without the green space, trees, parkland, vegetable allotments, sheltered workspaces, therapeutic creative environments, meeting hall, etc separated by green open air spaces "" an important part of the original concept somehow lost in translation.	<p>The overall approach to the Masterplan for Killingworth Moor aims to provide a framework that can provide the homes and employment land needed in the Borough with appropriate infrastructure, safeguard for wildlife and provision of space for open space and recreation.</p> <p>The scale of development at Killingworth Moor will provide scope for a wide range of development to meet the needs of residents. A key part of this will include the provision of specialist homes particularly as part of the 25% affordable housing sought by the Council.</p> <p>Over the life of the development it is anticipated that a range of partners may work together with local communities to deliver projects that address the needs of residents.</p>	None
KMDM125	Resident	Please revert to the two mixed use zones in the original concept masterplan which showed shops within walking and cycling distance of new homes.	The zones identified on the indicative Concept Plan were necessarily indicative. The detailed draft Masterplan identifies a new local centre at a key location close to the heart of the site, the new	None

## Development layout principles

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			school provision, employment land and potential metro and is consequently viewed as a broadly suitable location for the centre.	

### Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
KMDM94	Nexus	<p>Nexus is the Passenger Transport Executive for Tyne and Wear, acting on behalf of the North East Combined Authority (NECA). It is in this context that Nexus submits these comments. 'Ç Nexus welcomes the opportunity to comment on the draft Killingworth Moor Masterplan document, and recognises the work undertaken by North Tyneside Council to develop the plans to this stage. 'Ç Nexus has previously been consulted informally by North Tyneside Council and developers to discuss the potential public transport provision the proposed development. It has always been Nexus' position that the best way to deliver high levels of accessibility would be through a combination of conventional public transport as well as looking to emerging future mobility trends. For Killingworth Moor this includes investigating the potential for new bus and Metro services. 'Ç Replacing the current aging fleet of Metro trains is one of Nexus' core business objectives with the most recent estimate for a new fleet of trains entering service being the end of 2021. Until this time, Nexus will be unable to provide guarantees that serving stations at both sites will be feasible. 'Ç For developments of the size proposed for Killingworth Moor, it is necessary to ensure that a sufficient level of public transport provision is planned and delivered to support an increase in patronage and to reduce levels of car ownership and congestion. The existing public transport network may not be able to accommodate the forecast increase in patronage therefore it is expected that developers should liaise with bus operators and investigate future mobility trends to ensure that this development deliver high levels of transport accessibility. 'Ç Nexus is pleased to see within the masterplan the inclusion of a commitment to make provision for bus access throughout the developments as well as the proposal for bus only access at certain points. 'Ç Nexus has been working to investigate future mobility trends and is keen to explore the possibility of securing funding to extend Newcastle University's living lab to trial alternative modes of public transportation including Connected and Autonomous Vehicles and "on demand" transport services. This development</p>	<p>Comments noted. The commitment of Nexus to working with the Council and Development Consortia on establishing effective and innovative approaches to sustainable transport is welcomed.</p> <p>Continuing liaison and joint working with Nexus will play an important role in delivering transport solutions including potential new metro stations at Killingworth Moor and Murton Gap.</p> <p>The potential limit to a single additional metro station on the network after Metro Fleet Replacement is noted. It is further understood that should opportunities to increase the metro rolling stock would address the potential limits identified for the number of additional stations.</p>	None proposed

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		<p>presents an excellent opportunity to incorporate future mobility at the masterplan stage so that the sites can be developed around a sustainable transport network, rather than trying to address accessibility concerns once the plans for the development have been finalised. This will also future-proof the transport aspects of the design which is currently a significant issue for the DfT. 'Ç It has to be noted that there are a number of dependencies that need to be acknowledged before the benefits of a new station for the development at Killingworth Moor can be realised. A new fleet of trains could deliver an increase in the available passenger capacity which, due to the overcrowding currently experienced on this section of the network during the peak periods, would be necessary to accommodate any potential demand increase produced by this development. The improved performance and reliability that is anticipated from a new fleet of trains could enable more flexibility in the timetable to allow services to stop at a new station through more efficient utilisation of the fleet. 'Ç The results of work undertaken by Nexus into the replacement of the current rolling stock with new trains has revealed that there may only be enough capacity in the timetable based on the existing service pattern for one additional station. This is based on the proposed number of trains to be ordered. Additional trains would be needed to accommodate two or more new stations on the current network. North Tyneside Council could commission Nexus to run the timetable model to include stations at Killingworth Moor and Murton Gap to determine the number of additional trains required. Nexus would charge for this work to be undertaken. 'Ç This should not rule out a new Metro station at each site as if additional funding can be secured from the development to cover the cost of additional rolling stock then this would still be possible; however, cognisance must be taken of the potential impact to existing passengers that use the service from stations further east of these locations. 'Ç Were a Metro station at Killingworth Moor selected as a preferred option, the presence of the adjacent Network Rail line presents a number of challenges including limiting the amount of</p>		

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		<p>space available for a new Metro station, as well as increasing the development costs of the station site due to the additional complexities of working on or close to Network Rail infrastructure. 'Ç Although these challenges can be overcome, at the design stage for a station at this site, consideration would need to be taken for all types of rail connectivity; therefore Nexus also suggests that the Masterplan for Killingworth Moor should include detailed reference to the potential of the reopening of the Ashington, Blyth and Tyne railway line. This would enable the provision of express links to Newcastle Central station and the national rail network via a station on this route, as an alternative to, or to complement, a Metro station through the creation of new connections. 'Ç Nexus is pleased to note that in the masterplan, North Tyneside Council has acknowledged that it may not be achievable to deliver Metro stations at both developments and in section 6.3 of the Killingworth Moor Masterplan has stated that 'If a Metro [station] 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.'• 'Ç Nexus wishes to take this opportunity to point out that it would only be able to support the construction of a new station if there were no potential negative impacts, either financial or operational, that have a significant adverse impact on Metro operations or existing passengers. 'Ç If an agreement is reached between Nexus, North Tyneside Council and the developers for a new Metro station at Killingworth Moor, Nexus would require the developer to fund a contract that Nexus lets for the design and construction of the station and that Nexus manages that aspect of the development. Any new station would require the consent of the NECA or successor body. 'Ç It is Nexus' view that the new station should act as focal points for the local neighbourhood and it is hoped that this would encourage sustainable behaviours, and prevent any potential antisocial behaviour from occurring. For example, by incorporating retail, leisure or community space, the station and its surroundings will feel safer and more secure for passengers travelling by Metro. 'Ç The financial responsibility for the</p>		

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		delivery of public transport services must be placed with the developer. The Nexus Planning Liaison Policy requires that new transport services are pump-primed for a period of at least five years, or two years following final completion of the site (whichever is greater) or until they become commercially sustainable (if this happens sooner), to ensure that public transport use is encouraged from the early stages of occupation. The cost of construction of new Metro stations must also be met by the developers. 'Ç For large scale developments, The Nexus Planning Liaison Policy requires that the developer funds methods to incentivise the use of sustainable transport including covering the cost of travel for a period of at least four weeks. Currently this is through the provision of two four-weekly Network One travel passes per dwelling. 'Ç The Nexus Planning Liaison Policy has recently been refreshed and can be found at <a href="https://www.nexus.org.uk/planning-liaison-policy">https://www.nexus.org.uk/planning-liaison-policy</a> . 'Ç Nexus is keen to be involved in the continued development of these plans to ensure the best possible transport offering is in place for the future residents at these sites. The single point of contact for discussion on new Metro stations for Nexus is Roger Gill.		
KMDM95	Sport England	'Ç In respect of connected walking and cycling routes, it is noticeable that they come together in a hub close to the schools and local centre. Sport England considers that this aspect of the development has the potential to work well. Similarly the routes shown on the pedestrian and cycle improvement plan are straight and legible, which is important in their usability. There are some elements to the masterplan that cause concern though. Firstly the A19 forms a significant barrier to walking and cycling connectivity to and from the NE. This needs further attention. It is also noticeable that there is a predominance of NW/SE aligned routes across the site. It is considered that this becomes problematic where residential areas re-inforce this orientation and offer poor N/S connectivity.	Comments noted. The A19 is an existing barrier and presents a number of challenges for pedestrians, cyclists and horseriders. The proposals identified include a dedicated non-vehicular underpass of the A19 in the south east corner that would provide access beyond to the north. Meanwhile the B1317 road bridge connecting to Backworth in the North East provides access whilst the proposed junction improvements to the A19 A1056	Further development of the overall pedestrian and cycling infrastructure has been considered with a range of further amendments to reflect the Councils emerging Cycling Design Guidance and LDD12 Transport and Highways Supplementary Planning Document.

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			<p>Killingworth Interchange will significantly improve connections across the A19 for pedestrians and cyclists.</p> <p>Through the site itself reinstatement of the Seaton Burn Waggonway through the site creates a direct link through the site from north to south and dedicated pedestrian and cycle paths along the new link road connecting to Great Lime Road will provide further north south connectivity.</p>	
KMDM110	Tyne & Wear Local Access Forum	<p>I am writing on behalf of the Tyne and Wear Joint Local Access Forum to offer our advice and comments on the above proposals. The forum notes the numerous existing access routes and Public Rights of Way within and across both sites. We believe that in principle, access routes should not be closed, made less attractive or rendered more difficult to use as a result of development. We would expect more people of all abilities to be using the routes as a result of the proposed developments, added to the very significant amounts of house building to date in this part of North Tyneside. The forum expects that the opportunity should be taken to improve the quality, quantity and connectivity of access routes as far as possible as part of the development. In particular we would advise that the existing footpaths should: 'c be upgraded to multi-user routes, 'c be designed to allow use and enjoyment by as wide a range of people and abilities as possible 'c have safe road crossings and 'c retained or diverted paths should be located conveniently in an attractive green space setting that allows safe (off-road) access, retaining local countryside character. We very much welcome proposals for new recreational access links but would strongly advise that these should be dedicated</p>	<p>Comment noted. The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.</p>	<p>Masterplan Guidance - Reference within the Masterplan to future engagement and joint working with all stakeholders, partners and the community will be added.</p>



## Road and Transport Improvements

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		and/or adopted as Public Rights of Way. A planning agreement (S106) should include a section whereby this is secured. We are particularly keen to see footpaths upgraded to Public Bridleways where possible, for use by walkers, cyclists and horse riders. We note that the Outline Development Framework (June 2016) refers mainly to pedestrians and cyclists and fails to look at needs of horse riders and other non-motorised users. We would refer you to the following documents. 'c The Tyne & Wear Rights of Way Improvement Plan, and its appendices, , as endorsed in the current North Tyneside Local Plan, adopted July 2017. 'c 'Public Rights of Way and Development. Planning Guidance Note for Major Applications' • (See copy attached) 'c The 2005 former Countryside Agency (now Natural England) publication 'By All reasonable Means' •. We would be keen to see details of all new paths, links and improvements to existing paths and advise further. Given the scale of development proposed, the forum suggests that North Tyneside Council establish a working group involving representatives of other access organisations, disability organisations, and possibly wildlife and landscape/greenspace interests, as well as council officers and developer representatives If you would like to discuss the matters we have raised or need more information, please contact me using the details above or via our administrator. (Email tyneandwearlaf@newcastle.gov.uk ) As a final point we are usually required to report on our performance each year to Natural England & DEFRA. Please let us know what action will be or has been taken on the advice provided. If none please supply reasons.		
KMDM117	Sustrans	Sustrans wishes to raise concerns regarding the transport plans for the Killingworth Moor Masterplan. North Tyneside Council's Local Plan, adopted in July 2017 states in section 10.48 'North Tyneside's Cycling Strategy includes a '~2030 Vision' to make North Tyneside the North East's cycling borough by 2030. There has been a significant increase in cycling activity in the Borough in recent years, with journey numbers increasing by 270% between 2005 and 2015, the most significant level of growth in Tyne and Wear. Indeed, Department for Transport statistics show that the proportion of North Tyneside residents who	The cycling provision required on site will be sought in accordance with the Council's policy in LDD12 Transport and Highways SPD and the emerging Cycle Design Guide.	Further development of the overall pedestrian and cycling infrastructure has been considered with a range of further amendments to reflect the Councils emerging Cycling Design Guidance and LDD12

## Road and Transport Improvements

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		<p>cycled at least five times a week is the highest across the North East' • North Tyneside Council's own Supplementary Planning Document, Local Development Document 12 (LDD12), for Transport and Highways states 'Developers will be required to provide direct, well lit and safe links to the cycling network including priority crossings at internal junctions where appropriate and for larger developments, to provide extensions to or enhancement of the existing cycling network so as to create a strategic network of cycle routes. Unless suitable separate corridors can be justified, these routes will be included as high quality dedicated cycling provision within the street environment. Parallel routes should ideally be separated by no more than 250m' • (section 2.3.3). It also states 'Developers will be required to provide direct, well lit and safe links to the walking network, including priority crossings at internal junctions where appropriate and for larger developments, to provide extensions to or enhancement of the existing walking network' • (section 2.2.2). LDD12 also states the Council's ambition for 'all new development achieving a high level of sustainable transport use in line with best practice examples in the region' •. As the plans currently stand, it is hard to see how best practice examples, as well as the Council's own guidance, is being followed. A number of ambitions are expressed in the broader document, such as encouraging multi-modal journeys via a new metro station, and connectivity for cycling across the site. However, the proposed plans do not seem to address these aspirations and in fact contradict them in a number of key areas. In the Masterplan Guidance, section 8.2.1 (Primary Feature Street) states the road design will include cycle lanes. The Design Principles then states 'A 3 metre shared pedestrian and cycle path to both sides of the road' •. Highways England Interim Advice Notice 195/16 (IAN 195) states that where motor traffic flow exceeds 5,000 vehicles daily, cycle tracks are the minimum provision to be built in 30mph zones. Shared footways are not recommended for this context. Where average annual daily traffic is below 5,000 vehicles daily, cycle lanes should be built, not shared pedestrian cycle paths as detailed in the Masterplan. Similarly, the 'Secondary Feature Street' outlines cycle</p>		Transport and Highways Supplementary Planning Document.

## Road and Transport Improvements

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		<p>lanes, then in the Design Principles shared use footway and cycle ways are referred to. It is important that the design for all streets takes into account the guidance contained within IAN 195/16. The Masterplan states that materials will include dense bitumin including on footways, with rolled asphalt on link roads and secondary streets. We believe this is a very poor choice for residential streets and lacks a change of materiality which will not uphold road hierarchy (i.e. residential streets will look and therefore be treated the same as link roads which will encourage speed, discourage cycling or street activity). If a different material is used on residential streets, speed control is designed in, aiding the sense of place making and creating informal features to reduce speeds. Cycling priority needs to be given across side roads from the Primary Feature Street, to the same design standard as the Broadway in Tynemouth. It is disappointing that this award-winning design cannot be incorporated into the designs for Killingworth Moor. If North Tyneside Council are serious about fulfilling their ambition of using best practice designs in the region, they should be recommending using best practice designs from within their own authority. We also have concern that under section 8.2.1 it is stated that 'Drop off and pick up points outside of the school'•. Parking around a school should not be included within the design. The surroundings should be conducive to children walking, cycling or scooting to school, not being driven from a short distance. Referring back to the type of cycle infrastructure contained within IAN 195/16, surrounding roads with entrances onto the development should incorporate the building of cycle tracks to aid cyclists entering the site. The Masterplan lacks details concerning the roundabouts within the development. We believe that this development provides an opportunity to design roundabouts which contain cycle priority, by using peripheral cycle tracks and 'a compact or normal roundabout with a separate cycle track around the outside of the junction and with cycle crossings' (section 2.6.1 of IAN 195/16). Sustrans believe that the current Killingworth Moor Masterplan does not adequately cater for cyclists or walkers in its current form. It is recommended that the</p>		

## Road and Transport Improvements

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		developers are required to follow the Council's own design guidance and that of Highways England as laid out above.		
KMDM126	Northumberland Estates	The proposed A19 underpass connecting Killingworth Moor and Backworth is required to connect the site to the wider area, most particularly the secondary school and employment land. However, it is clear that the underpass has a Borough-wide function and acts to relieve existing pressures on the road system, particularly at Holystone. The underpass is a significant cost, with our Highways consultant (WYG) providing a high level cost estimate of between £5m - £7m. It is considered that this item of infrastructure should not be viewed entirely as a development cost of Killingworth Moor, but as a shared cost between development across the Borough. We have made representations on the Council's CIL Charging Schedule already, where it is suggested that the A19 underpass is included on the CIL Reg 123 list. However, should CIL not be adopted or not adopted by the time the underpass is required, it should be included as an off-site development cost to other developments in the Borough, most specifically Murton. Again, as part of their Transport Assessment WYG have identified traffic movement to the secondary school as being largely from Murton. WYG estimate that out of 182 daily car trips to the secondary school, 27 will be from Killingworth whilst 108 will be from Murton (47 from Backworth and elsewhere). Clearly, the underpass is primarily for the benefit of Murton, as trips generated from Killingworth Moor itself will not use the underpass to access the school. There is strong evidence to support the view that the underpass should be funded by the wider Borough and not specifically fall on Killingworth Moor.	The underpass provides access for residential development and employment land and additionally provides a connection for secondary provision. However, the overriding requirement for the underpass arises to minimise the impact of development at Killingworth Moor upon the main line A19 between Killingworth Interchange and Holystone. Without an access to the south east all trips from the site would potentially impact upon this section of the A19 and lead to significant HE concerns regarding capacity that would trigger requirements for an additional lane at this section.	None
KMDM128	Killingworth Consortium	In terms of deliverability the Masterplan has been designed in such a way to enable the strategic infrastructure to be delivered by the Consortium members, which consequently allows the Masterplan as a whole to be delivered. It is of fundamental importance that the strategic infrastructure remains on land owned or controlled by Consortium members, otherwise it risks the whole strategic site from being delivered within the timescales set by North Tyneside Council.	Comments are noted. It is important to the Council that all landowners and developers at Killingworth Moor work jointly in a co-operative manner to ensure delivery of essential infrastructure and ensure the	

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		<p>Whilst there may be some variation to the alignment of the primary roads through the detailed design process, it is fundamental that the roads remain within Consortium control. Whatever changes are requested by North Tyneside Council as a result of the public consultation period, this is a non-negotiable position and the Consortium will not accept alignment of any strategic infrastructure on land outside of its ownership and full control. The Metro Station is not considered to be a requirement of the Killingworth Moor development. In our informal discussions with members of the public at the consultation events, there was certainly a feeling that the Metro at Killingworth Moor would not be required, given the proximity to the existing station at Northumberland Park. More formally, our Highways Consultant (WYG) have engaged Nexus and there is not a requirement or appetite from Nexus for a new station at Killingworth Moor, with the preference being at Murton. This position is being formalised and will be fully justified as part of the Consortium's proposed Public Transport Strategy for Killingworth Moor. This position was confirmed by the Inspector in his final report on the Local Plan (para. 134), where it states that the site would be entirely deliverable and public transport provision acceptable without the delivery of a Metro at Killingworth Moor. Nevertheless, it is of course good planning and prudent for the Masterplan to make allowance for a future Metro Station at Killingworth Moor as this might be required in the longer-term. Access and land should be reserved for a Metro Station. The Masterplan should ensure that a Metro Station could be provided and land safeguarded for the long-term in the interests of ensuring that this opportunity remains available beyond the plan period.</p>	<p>sustainable delivery of approximately 2,000 homes is achieved.</p> <p>The metro station remains an important public transport option. As can be noted by the response from Nexus, whilst challenges exist at this time, provision of a metro station at Killingworth Moor remains an option for both the Council and Nexus and work is underway and should continue to establish the feasibility of metro provision at both Murton Gap and Killingworth Moor.</p>	
KMDM133	The British Horse Society	<p>The major point on roads and transport improvements is to provide safe crossing points for users of the bridleway network i.e. Pegasus Xings and to maintain a wide verge along the roads and that horseriders will have to use to access the bridleway network. Any bridges should have a high parapet - safety. The footpath under A19 should be upgraded to B'way or sufficient spaces should be allocated and forced at the side of the new road underpass.</p>	Comments noted.	Additional reference to provision for horse riders and bridleways will be added to the Masterplan guidance.

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KMDM134	Highways England	<p>In relation to the development proposals a number of infrastructure improvements are detailed within Chapter 6 of the Masterplan document. This includes the implementation of the dumbbell roundabout layout at the A19 Killingworth Junction. Our earlier response to the Killingworth Environmental Impact Assessment Screening and Scoping Opinion recommended that these infrastructure changes are recognised within the future year assessments and are used to inform the site layout, noise and air quality assessments.</p> <p>The Assessment of the Intervention Schemes</p> <p>The intervention schemes outlined above are required to ensure the safe and operational functioning of the SRN and to ensure that the appropriate infrastructure is available for the projected growth. Previously we outlined the requirement for the Masterplan document to consider the schemes. Further, in relation to Killingworth junction, we previously stated:</p> <p><i>Although the need for and the potential scale of intervention identified at the Killingworth junction is confirmed in the A19 Expressways Study, the scheme currently put forward needs further consideration in terms of assessment, design suitability and safety. It is recommended that this includes, but is not limited to:</i></p> <ul style="list-style-type: none"> <li>- microsimulation assessment of the whole system, on the basis of agreed demand flows;</li> <li>- seeking the views of the Asset Delivery Team [AD], Major Projects and SES;</li> <li>- undertaking and initial design review and preparation of a Stage 1 Road Safety Audit.</li> </ul> <p>It is not clear any of the above suggestions have been conducted in the Masterplan document. As such, Highways England recommend that the above steps are taken to ensure that the scheme does not negatively impact on the SRN.</p> <p>The Masterplan document makes no reference to the mainline or merge / diverge enhancements which are anticipated between</p>	Comment noted.	<p>Additional reference will be added to the Masterplan guidance highlighting the requirements for further work in relation to assessment, design suitability and safety in advance of approval of planning applications at the Strategic Allocation.</p> <p>Additional reference within the baseline summary and Masterplan considerations has been made to the potential widening of the A19 at this location.</p>

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		<p>Killingworth Junction and Holystone. It is noted that reference was previously made to the absence of acknowledgement of this enhancement. As such, it is considered that this should be included with in the Masterplan and consideration to the earthworks necessary to ensure than the future works can take place.</p> <p>Noise Assessment Our previous review from concluded that: <i>The noise assessment report makes no reference to A19 merge / diverge and mainline enhancements identified in the Expressways Study or any forecast increases in traffic demands and, therefore, the noise mapping may not accurately reflect the future situation and extent of screening and / or mitigation required within the design of the housing.</i> No reference to the methodology used for the noise assessment has been provided in the Killingworth Masterplan. It is recommended that noise mapping should be mindful of the future growth of traffic demand on the A19 and any future merge / diverge and mainline enhancements (including widening).</p> <p>Underpass Options The Infrastructure Requirements chapter in the Masterplan details that an underpass, connecting the Killingworth Moor site with the A186, under the A19 will be implemented which will assist in taking <i>"trips away from the primary Holystone A19 / A19 roundabout junction"</i>. Whilst this is welcomed, it has previously been stated that: <i>"The AD's views regarding the culvert options identified to provide an access from Backworth Park to Killingworth Moor under the A19 should be sought."</i> In addition to ensuring the is in accordance with design standards, we recommend that the design should take into account the merge / diverge and mainline enhancements to ensure that Highways England can carry out future improvements to the A19. No evidence of this has been provided within the Masterplan document.</p>		

## Road and Transport Improvements

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		<p>Further Considerations</p> <p>In addition to the considerations above, Highways England should be consulted in the Scoping and any appropriate mitigation schemes.</p>		
KMDM1	Resident	<p>The idea of more houses in the area is unthinkable “ there just isn’t the road infrastructure to support this level of growth. Even with plans for something around the A19, what about all the extra cars that will be coming onto the A1056, which is single lane and backed up to Killingworth from the A1 every day already? I live in Edgemount and it already takes me a good 45 minutes just to get on to the A1. This will worsen once the Indigo Park development has taken place, plus the developments around the Gosforth Park Hotel/Wideopen junctions. There is no consideration for the people who already live in the area whose quality of life is being eroded by traffic chaos every day. Having lived in the area for 20 years I’m now considering moving away because I spend an extra 2 hours a day just trying to get to work and back “ and I work only 10 miles from my home. At 5.30pm last week I couldn’t even get out of my estate due to the gridlock.</p>	<p>A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.</p>	None
KMDM2	Resident	<p>We live on Backworth Lane and over the past 5 years, have watched the village road outside of our home become more like a motorway. This is due to an increase in housing at Earsdon View and Backworth Park, as well as an increase in traffic due to workers travelling to Cobalt. Despite the extra building work, there has been no extra infrastructure to support this. Instead, thousands of cars and trucks, at all times of day, seem to speed past our house as there is no alternative route. This extra building work you are proposing will</p>	<p>A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been</p>	None



## Road and Transport Improvements

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		increase this further. It is not acceptable. You MUST improve the road network and infrastructure before further building work is approved. We need an alternative bypass to stop traffic going through Backworth Lane for a start - particularly trucks and public service vehicles which tend to break the 20mph speed limit and drive absolutely ridiculously quickly. New roads news to be laid before any further housing is built.	robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	
KMDM3	Resident	Our road infrastructure is already massively overloaded, and this building work will initially create lots of delays due to traffic lights, then on completion, the undue stress of traffic on the roads. There are normally at least 2 cars per household now, with the possibility of at least an extra 4000 cars in this area, using single lane roads.	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all	None

## Road and Transport Improvements

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			proposed as part of the draft Masterplan.	
KMDM5	Resident	<p>B1317 The B1317 runs from Backworth to Forest Hall. The draft plan has the B1317 intersecting with the Killingworth Moor main route at OS NZ293716. On the plan this junction appears to be an offset cross road, with the priority given to the Killingworth Moor main route. This will slow down traffic flow from Backworth. Question: Will the junction have traffic lights? This junction should be a roundabout (like the other significant junction on the site). Question: Has any research been done on how much traffic uses the B1317? I travel this road every weekday, and it is a busy route. More houses are currently being built around Backworth, increasing the B1317 flow. A new roundabout is about to be built on the B1317 north of the A19 (NZ294717). This will allow traffic to easily join the B1317 from the new housing estate. The traffic then has a choice to turn left and be faced with delay of the new offset crossing. If the traffic turns right it then has a T-junction with the B1322. Both these junctions are slowing down traffic flow. A19 / A1056 Junction The A1056 has land adjacent to the north to allow it to be expanded to a dual carriageway. The current A19/ A1056 junction is of poor design with a single road linking the slip roads. It regularly has great delays and queues. It also has frequent accidents as people try to exit the north bound slip road. I have personally witnessed accidents happening. I assume at some point the junction will be rebuilt with a roundabout design (like the A19 Holystone Roundabout). The plan shows houses will be built close to the junction and the slip road. Question: Will there be sufficient space to rebuild the junction with the new houses being built so close?</p>	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p> <p>The arrangements proposed for access onto the B1317 Killingworth Lane from the development will be designed in compliance with highway safety requirements. The arrangement is however designed to discourage and significant reduce the number of traffic movements using the B1317 as a through route and instead direct such traffic to the new link road.</p>	<p>Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.</p>

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			<p>this enables improved management of traffic in the area and at Great Line Road.</p> <p>The requirements for a new junction at the A1056 to access the site and improvements to the A19 interchange are established as part of the infrastructure needs for the site. The requirements for this junction must be accommodated prior to finalising layouts for new homes in this location.</p>	
KMDM7	Resident	<p>I have attended your meeting last night at the white swan centre in Killingworth. To my disbelief and horror it appears that you are planning to put a key main road alongside my house. This I was surprised at as my local searches and planning permission on the property stated that nothing could be built on the land next to the property due to the main pipe work etc that runs alongside of it. This meant that at no point could I ever build out even 12' • from the side of the property. I know with a road it may be slightly different regulations but never thought for one minute that this would be the case. I find it also concerning that you feel the demand for 2000 properties built in an area that is already struggling with the infrastructure. The properties on average will attract another 4000 vehicles in the area which is already at grid lock in the key hours of the day. This road proposed will have a significant effect on the resale value of my property which has angered me greatly. My other concerns is the Vibration to the property as my house has already suffered structural damage through vibration from ESH group. This is when they put the haul road up there when doing the drainage works and is awaiting repairs. I had asked at what distance from my fence will the road be which nobody could answer? My proposal:- 'Ç Would a</p>	<p>At Forest Gate the identified access arrangement is currently being reviewed to assess the potential to create a buffer between existing properties and the new road. Any development will need to demonstrate that it does not result in unacceptable harm through noise and air pollution.</p>	To Be Confirmed

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		buffer area be considered between my fence and the road proposed with plantation to limit the noise and eyesore? 'ç Why not re-route the road off to the left (looking at the front of my property) where the T junction will be. it can then join up with the new development without having a detrimental effect on mine and other properties behind me?		
KMDM8	Resident	The most important factor is infrastructure the roads already can't cope with the flow of traffic specially since the i competence of road planning at four lane ends. Why don't you build factories for people to work in or encourage employment growth by putting together better public & general transport links. No company will want to move into the area where their staff are always going to be late due to YOUR road planning and they certainly won't want to move into the area where their goods can't be moved out of the area. Just when I thought our council couldn't do anything worse you go and decide to build houses on a piece of land where people will drive to work in Newcastle clogging up the roads even more (because the public transport is shockingly [edited by officers]). Surely anyone who has driven round North Tyneside would know the roads are [edited by officers] there's not enough room in our infrastructure for new homes. It doesn't matter what you do about public transport people will always drive to work, public transport is unreliable, takes forever, and will never work if North Tyneside Council has anything to do with it.	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	
KMDM9	Resident	My concerns are about the quality of life for people who reside alongside the B1317. Having experienced the impact on my life due to the development of Stephenson's Park ,I can only see the next fifteen years to be horrendous. The heavy plant traffic that this development brought with it caused us a lot of problems.We can not sit outside comfortably due to noise and air pollution,the property also vibrates	A scheme for the appropriate management of construction traffic will be required as part of any planning application.  The primary route for traffic to	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on

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		when the road cleaners frequently pass. We also used to enjoy lovely views across the hills and now we see rooftops. I am also concerned about the extra traffic that this future development will put on the B1317 to the rear of my property. Personally I would like the B1317 between Simonside Way and Stephenson's Park closed, and traffic diverted to the new Killingworth bypass. If not I'm sure it would be possible to deter as much traffic using this section of road, and definitely ban heavy plant traffic for the future development.	and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	the Masterplan layout.
KMDM10	Resident	The traffic around this area has increased with the developments already completed or currently being built. The road infrastructure as outlined in the plans should help to alleviate this BUT really needs to be in place before all other areas of the plan start.	The Council's approach seeks to ensure appropriate infrastructure is secured at the right time to meet the needs generated by the development. This is reflected in the indicative phasing plans.	None
KMDM11	Resident	I would like to see the new link road from Killingworth Way to Forest Gate has 20mph limit and traffic calming measures otherwise this will become a dangerous hazard through the overall development. The proposed metro station is essential with this only going to work if the associated pedestrian improvements are made. This should be moved forward as soon as possible and not delayed until most phases are complete.	The proposed speed limit for the new link road is 30mph. The nature and design of the road is required to provide an attractive and meaningful link for wider traffic in order to be effective. Meanwhile, appropriate	None

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Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			highway safety features including safe pedestrian, cycle and horse rider crossing will be required. Along the route of the road separate pedestrian and cycle routes will be delivered to provide a safe off road environment for other users.	
KMDM12	Resident	I am very concerned about the effect this development will have on the already very busy roads and metro around this development. The metro has become increasingly busy with the creation of the Northumberland Park metro station. Metro may have some newer trains, but it is still common to have a train go out of service. The new trains don't have a larger capacity, though many stations are long enough to accommodate a third carriage, or run more frequently. Passengers who travel from Whitley Bay, Cullercoats and Tynemouth around the northern part of the Metro system are less well served as metro decided to have trains which terminate at Monkseaton rather than Tynemouth, where it is also possible to turn around. The creation of a new station and the building of thousands of houses will put further pressure on the Metro system. Please try to encourage metro to run more frequent trains at rush hour which terminate at Tynemouth rather than Monkseaton and to consider if three-carriage trains or slightly bigger carriages are possible.	The potential new metro station would be delivered with agreement from Nexus. Key conditions likely to apply to provision of a new station will be to ensure that the new rolling stock has sufficient capacity and acceleration to serve the station without impacting the metro timetable and without harm to attractiveness of the metro to other users.	
KMDM13	Resident	Please revisit both masterplans and work with the developers to bring the walking and cycling infrastructure up to standard. It is unacceptable in 2017 to be designing streets with shared use footways in new neighbourhoods. The local plan requires good design which can be met by providing separate footways and cycleways and modern designs which eliminate conflict between pedestrians, cyclists and bus passengers.	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.	routes is noted. The Council will take account of this but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.
KMDM14	Resident	Please revisit both masterplans and work with the developers to bring the walking and cycling infrastructure up to standard. It is unacceptable in 2017 to be designing streets with shared use footways in new neighbourhoods. The local plan requires good design which can be met by providing separate footways and cycleways and modern designs which eliminate conflict between pedestrians, cyclists and bus passengers.	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.
KMDM15	Resident	I am pleased to see that the master plan includes a number of new roads that will take the pressure of the B1317 (Killingworth Lane) which is becoming increasingly busy since the new Bellway properties have become occupied. I am also very pleased that the A19 junction is to be improved. I would hope that all new roads include cycle facilities, preferably off-carriageway cycle/pedestrian shared use. In general, the	Comments noted	

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		proposed roads and junctions do seem to be well thought out. The site is particularly close to the existing Palmersville metro station, and I wonder if a new station is really necessary. I would say it is imperative to have a bus service running through the site.		
KMDM16	Resident	Please revisit both masterplans and work with the developers to bring the walking and cycling infrastructure up to standard. It is unacceptable in 2017 to be designing streets with shared use footways in new neighbourhoods. The local plan requires good design which can be met by providing separate footways and cycleways and modern designs which eliminate conflict between pedestrians, cyclists and bus passengers.	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.
KMDM17	Resident	The plan that takes traffic away from killingworth village will only divert the traffic onto Great Lime road which is currently gridlocked now at peak times. Additional traffic will only make matters worse. No mention of the impact of the additional building work at Holystone island area by Bellway, what will the combined impact be to the area, this appears not to have been researched?	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning	



## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	
KMDM18	Resident	The road will be a nightmare. We were told yesterday that the traffic would be eased but I don't see how. 1. A19 junction will filter straight to a round about into the new estate. The road there is already always congested due to all the round abouts along that road all the way to Sandy Lane. 2. The creation of a staggered junction system and the round about leading to Backworth will always be congested there is already congestion in mornings and evenings with Killingworth and the few houses at Stephenson Park at present. 3. Linking the roads to Great Lime Road is going to create the effect of people just cutting up through the housing estate to avoid traffic on Great Lime road. 4. The creation of a small dual carriage way next to the Wheatsheaf to allow queueing of '14 cars' will not ease traffic flow. 5. The creation of a dual carriage way on the Holystone bypass will not be a traffic improvement unless Whitley Road and Great Lime Road are to be dual carriage ways also. Getting traffic to the Wheatsheaf pub quicker will not improve anything around there giving the current situation on the likes of Station Road in Wallsend. The road we currently live on was never detailed to us as being a potential through road and I would suggest a rethink in the situation of this road to go around the back of Moorfield Drive.	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
KMDM20	Resident	<p>'Please revisit both masterplans and work with the developers to bring the walking and cycling infrastructure up to standard. It is unacceptable in 2017 to be designing streets with shared use footways in new neighbourhoods. The local plan requires good design which can be met by providing separate footways and cycleways and modern designs which eliminate conflict between pedestrians, cyclists and bus passengers.'</p> <p>• Please encourage friends and colleagues to respond as well, getting housing growth on this scale wrong impacts on all of us.</p>	<p>The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.</p>	<p>The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.</p>
KMDM21	Resident	<p>Why can't the proposed new road go round the back of the houses on Moorfield Drive (Stephenson Park) prior to further houses being built rather than right through the middle of the estate? I am also concerned that already busy roads will become more so even with the addition of new ones. I fail to see from the plans how traffic congestion will be eased as you are potentially adding another 4000 cars to the roads. The creation of a staggered junction leading to Backworth will cause a traffic build up. A new roundabout off the A19 filter at Killingworth will cause unimaginable delays as this is already a very busy road and you are now proposing another road leading onto it. What purpose will a dual carriageway on the Holystone Bypass serve when it is feeding into one lane roads i.e. Whitley Road &amp; Great Lime Road, unless they are becoming dual carriageways too! People will use the new roads through the estates (i.e. Stephenson Park) as cut</p>	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being</p>	<p>Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.</p>

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		throughs to avoid bottlenecked junctions therefore potentially endangering the children who live on the estate. I currently have enough problems getting to/from work with the traffic as it is (it currently takes almost an hour to travel 6 miles at peak times), I do not see these plans as a solution due to the further increase in cars on the roads and as I live in Killingworth I do not have easy access to the Metro.	considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	
KMDM22	Resident	The proposed new metro station is at Holystone, which is between the current stations at Palmersville & Northumberland Park...what about the residents of Killingworth? It still makes the Metro system inaccessible to Killingworth residents. One of the new roads goes right through the middle of the new Stephenson Park development, something the residents were not told about when they were buying the houses, could it not be possible to take the new road round the back of the current houses (before any more are built) rather than within 3 metres of the front doors of family homes with young children.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p> <p>Regarding the location of a potential metro station there are no proposals to extend or lay new metro track to Killingworth. Should a new station be provided the new development will create accessible, direct pedestrian and cycle links to the</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			station.	
KMDM23	Resident	The quality of life of the current residents needs to be considered. The volume of traffic has increased on the B1317 and Simonside Way over the last 18 months. It is unpleasant now to walk in the Borough. I do not believe that the proposed plans will cope with the increasing volume.	<p>A scheme for the appropriate management of construction traffic will be required as part of any planning application.</p> <p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM24	Resident	Traffic and transport congestion in this area has increased significantly over recent years and this year particularly so. the A19, A1, Coast Road, and all roads leading the Four Lane Ends and all currently very congested. Traffic flow and proposed traffic/ congestion improvements were outlined at the event, however I am perturbed that they are unrealistic and not sustainable. The Great Lime Road has no capacity for widening, and the pollution to Residents, users and Schools children would be unacceptable. The flow of traffic would not	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		improve, it has a 20 mile/ hour limit on a large stretch of the road. Current works to South Gosforth, will not improve car/ traffic flow. The B1317 has become a very unpleasant road to walk along, due to the volume of traffic and Building Trucks (I have witnessed Building Trucks parked up on this Road waiting to access the current Bellway development of Stephenson Park. This Road through Backworth has become dangerous. I have already seen cars parked on the side of the Roads in Backworth, Killingworth Village, Great Lime Road and Shiremoor, due to lack of space. The use of Public Transport is not widespread, modern Families, with at least 2 cars per household, do not consider Public Transport a feasible option. Having to travel by Bus to a Metro Station and possibly another Bus, is too costly and time consuming. The proposed new Metro Station is too far away from most of the Residents in Killingworth.	Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	
KMDM26	Resident	Backworth road is already a death trap, this will be catastrophic.	<p>A scheme for the appropriate management of construction traffic will be required as part of any planning application.</p> <p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	
KMDM27	Resident	Having viewed your plans on the above proposed developments I would implore you to revisit both Masterplans and work with the developers to bring the walking and cycling infrastructure up to standard. Having recently won a national award for the excellent Broadway cycle path I find it incredibly disappointing that North Tyneside council appear to be going backwards and designing streets with shared use footways in new neighbourhoods which are of a far lower standard and well below the bar you have set. The local plan requires good design which can be met by providing separate footways and cycleways and modern designs which eliminate conflict between pedestrians, cyclists and bus passengers. I look forward to hearing from you on this regard and hope that you are able to revisit these plans sooner rather than later.	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.
KMDM28	Resident	Please revisit both Masterplans and work with the developers to bring the walking and cycling infrastructure up to standard. It is unacceptable in 2017 to be designing streets with shared use footways in new neighbourhoods. The local plan requires good design which can be met by providing separate footways and cycleways and modern designs which eliminate conflict between pedestrians, cyclists and bus passengers.	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.	routes is noted. The Council will take account of this but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.
KMDM29	Resident	Please revisit both Masterplans and work with the developers to bring the walking and cycling infrastructure up to standard. It is unacceptable in 2017 to be designing streets with shared use footways in new neighbourhoods. The local plan requires good design which can be met by providing separate footways and cycleways and modern designs which eliminate conflict between pedestrians, cyclists and bus passengers.	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.
KMDM30	Resident	Traffic in Forest Hall and Benton is currently gridlocked in the mornings. This new development will worsen existing traffic leading to more air pollution, noise, and stress of commuters and residents. Please add a new metro stop. This should help encourage fewer car trips. Please include designed cycle ways.	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at	

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	
KMDM31	Resident	The impact on local traffic congestion/pollution of the planned developments of the current roads (namely "new" Whitley Road and Lime Road) in the Palmersville area to facilitate the additional vehicles anticipated as a result of the KM development. Significant additional traffic (including construction vehicles) at a time when major roadworks in this area continue to encourage people to use Lime Road and "old" Whitley Road as well as "new" Whitley Road to circumnavigate other road works vis a vis A19 and Salters Lane - give us locals a break please! Significant developments are already underway, adding to further local traffic congestion and a strain on the general infrastructure at Holystone Park, Scaffold Hill, Northumberland Park and East Benton Rise.	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19	



## Road and Transport Improvements

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			interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	
KMDM32	Resident	Seriously needs reviewing in particular through moorfield drive, having a bus route straight through a housing estate is a massive safety concern for my children and everyone else's, the reason we moved here in the first place is for my children to play safely, this won't be the case if buses go through	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM33	Resident	Looking at the full plan, each development has a good size buffer separating them from the bye pass road. So my question is WHY is the proposal of this road so close to my house? With no buffer included on the plans? however buffers have been included in every other part of the plan. After speaking to the gentleman from the High Ways agency at your meeting, he did say that this road could be realigned and they was scope to do so, swerve away from houses instead of proceeding in a straight line. At the moment my house is surrounded by fields, beautiful views, no noise, total privacy. My house is not on a main	At Forest Gate the identified access arrangement is currently being reviewed to assess the potential to create a buffer between existing properties and the new road. Any development will need to demonstrate that it does not result in unacceptable harm through noise and air	To Be Confirmed

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		<p>road or a by- pass road. Which brings up the question of Mitigation. - Air quality - 2000 house = 4000 cars plus bus's and heavy goods vehicles 2 ft from my house. - Level of noise - 2000 houses = 4000 cars plus a bus route and heavy goods vehicles etc 2ft from my house - Impact to my families quality of life - Impact to my house - Having already experienced damage from the constant flow of heavy duty vehicles over a 6 month period. - Privacy - From the photos you can see how close this road is. I would be very grateful if you could please take into account my concerns, put yourself in our shoes. This is our family home, would you be happy with a by pass road so close to your own house? Please can you let me know the outcome once this has been made with a personal response.</p> <p>The other concern which has just come to mind, how to they propose to join the bend on Forest Gate with the new proposed road (running alongside my property). Will there be a junction / traffic lights? Which also means a stream of stationary traffic running alongside my property?</p>	<p>pollution.</p> <p>Access into Forest Gate will be formed by a standard priority junction with left and right turn access onto the new link road.</p>	
KMDM34	Resident	Please ensure that the road infrastructure is started and completed as soon as possible in order to alleviate pressure on existing roads during the construction of the additional dwellings.	The Council's approach seeks to ensure appropriate infrastructure is secured at the right time to meet the needs generated by the development. This is reflected in the indicative phasing plans.	
KMDM36	Resident	I am vehemently opposed to the the proposal of turning Moorfield Drive into a buss route and through road at Stephenson Park. Making Moorfield Drive a through road and a major transport link will make Stephenson park no longer isolated from major traffic and dangerous for children to be in Stephenson park, along with the noise generation from large mass transit vehicles.	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	
KMDM37	Resident	The road infrastructure is already massively overloaded, and this building work will create lots of delays due to traffic lights, and the undue stress of traffic on the roads. With the possibility of at least an extra 4000 cars in this area, using single lane roads, things will only get worse. The traffic is already gridlocked, and it takes an unreasonable length of time to travel anywhere in this area, especially at rush hour. I do not see how this is a positive for future development / employment etc in this area when no one can get anywhere. The roads highlighted on the plan look unsuitable, with incredibly unsuitable access junctions from already congested unsuitable roads.	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
KMDM38	Resident	We have two cars in our property and therefore do now require bus or metro links. I have lived in Killingworth for 32 years and have never had access to a metro and regarding bus links there are lost of bus stops on the Killingworth ring road which go to all destinations.	Comment noted.	
KMDM40	Resident	I strongly oppose the plans to make Moorfield Drive a primary route/bus route for the same reasons outlined about. We were never made aware of these plans at the time of purchase and if we had a know this then we would have never purchased a property, which in time would end up on a main road where our children were unsafe. I am aware that there have been 3 accidents on Backworth Road in the past 6 months and have concerns about how much this number could increase once the road moves into a busy residential area and becomes a rat run for the surrounding areas. The safety implications are significant as the estate has a number of small children who play directly in the vicinity of Moorfield Drive. I don't think it is unreasonable for the access road to included in the future developments, as opposed to Moorfield Drive where potential residents can be advised of the plans ahead of purchasing a property, instead of being lied to by Bellways about the future plans for the development. If the access road is placed in a future development, it means the residents of the current Stephenson Park can receive what they were promised - an enclosed private estate. The fact that main road is now proposed will not doubt and have significant detrimental impact on the house values on the current estate.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM41	Resident	More traffic in rural areas and villages which will infringe on the safety of our children	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moo, upon

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.
KMDM42	Resident	Miss sold house on this regard , bmnever at any time we were told about a bus route or a cut through road	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	
KMDM43	Resident	When will the infrastructure development start? I cannot see this anywhere in the proposals. As with the promise of schools and GPs this will only happen when the funding is available? The recent developments around Shiremoor and Backworth have seen great increase in traffic down Killingworth Lane , through Backworth and off the slip roads from the A19, causing increasing traffic disruption . There has been no changes implemented to alleviate this in the Killingworth area although developers must have supplied funds to help with the problem. Why is the new road not just linking into the A19 slips and the Great Lime road at Palmersville. The new road seems to skirt closely to Open Space Waggonways, listed buildings and existing housing, which means pollution and noise for walkers, cyclists, residents and habitat. Can the road be moved further east closer to the A19 boundary?	<p>The Council's approach seeks to ensure appropriate infrastructure is secured at the right time to meet the needs generated by the development. This is reflected in the indicative phasing plans. Subject to approval of a final Masterplan and planning permission being granted during 2018 development may start later in 2018.</p> <p>To be effective the new link road is required to connect each of the key access points for the site at the A1056 Killingworth Way, the A19 underpass and Great Lime Road. Across much of the site there are significant buffers between road infrastructure and key sensitive development. Features such as the Seatonburn Waggonway and wildlife corridor must unavoidably be crossed to provide this connectivity. The potential impacts of development upon</p>	

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			noise and air pollution must be appropriately assessment and mitigated as part of any planning applications.	
KMDM44	Resident	As a resident of Stephenson Park, I am completely against the proposal to transform Moorfield Drive into the through route from Palmersville to Killingworth Village. The inclusion of a bus route on this road will make the traffic noise unbearable and the safety of the street for children and vulnerable people will be highly questionable.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM47	Resident	Please ensure that road safety is considered as a high priority for any new roads and also the impact on the existing road network. Particular attention should be paid to the B1317 (Killingworth Lane) which runs through Killingworth Village. At present this is used as through road and it is very clear that both the 40mph and 30mph speed limits are not kept to. I along with other residents including children, dog walkers and the elderly use the paths along this road regularly. I would estimate that a significant number of drivers travel at between 50-60mph in both of these areas on a daily basis. As part of evaluating the proposed developments I would request a traffic survey is carried out along this road and serious consideration is given to traffic calming	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		measures (speed bumps?), speed cameras (temporary or permanent) and the closure at either Stephenson Park or Simonside Way of the road to stop the current use as a short cut. The quantity of houses planned will make this issue worse and so plans should be put in place to mitigate the risk to residents of dangerous and speeding drivers.	appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	
KMDM48	Resident	As above: The idea of linking these connurbations together is entirely objectionable. Why is it necessary? What is the benefit? I can only see this causing major traffic issues and safety issues. Many residents on Stephenson Park have very young children, or children with disabilities. They purchased their properties on this development as a result of the reassurances from Bellway that it would not vastly exceed its current size. I myself have animals and have purchased the property as a semi-rural, village location. I fear an access road through Moorfield Drive will simply create a rat run as people shortcut through it to avoid Great Lime Road. My property also has very little land to the front, as do many other properties on this street. This in itself is not a problem, but if this was to become a major highway it would cause me significant issues in terms of noise, dirt and driveway access. I would no longer be able to allow my cat outdoor access - another reason why I bought in a quiet cul-de-sac in a rural village location. And if an access road is necessary, why does the access road have to go through Moorfield Drive? Why can't it be positioned through one of the yet-to-be built developments, positioned in a more sympathetic way where residents will not be compromised?	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p> <p>The impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.



## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	
KMDM50	Resident	Concerned about increasing traffic through entrance to Forest Gate Estate - new entrance 4 - this is already a narrow entrance and just copes with the amount of traffic going into Forest Gate. Worried about built up of traffic going to new homes - huge increase of number of cars - more difficult to get into estate, access for emergency vehicles, etc.	At Forest Gate the identified access arrangement is currently being reviewed to assess the potential to create a buffer between existing properties and the new road. Any development will need to demonstrate that it does not result in unacceptable harm through noise and air pollution.	To Be Confirmed
KMDM51	Resident	Roads are already overcrowded/gridlocked. Appreciate the work @ Holystone & Silverlink will eventually finish but problems will not disappear. 2,000 homes = 4,000 extra cars on road. Please leave existing footpaths and Waggonways.	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning	

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	
KMDM53	Resident	The plan as a whole look ok. In my opinion the new road structure should be in place before any development is started.	The Council's approach seeks to ensure appropriate infrastructure is secured at the right time to meet the needs generated by the development. This is reflected in the indicative phasing plans.	
KMDM54	Resident	I hope that the new roads do not take the bus service away from Great Lime Road. that everything of benefit to the people already living in Palmersville is taken away.	The development at Killingworth Moor will be required to make improvements to existing public transport provision. This is expected to include new direct services as well as some diversions. However, Great Lime Road is a key	
KMDM55	Resident	Again links to Forest Hall for walkers.	A wide range of new walking, cycling and pedestrian links will be provided as part of the development that would include access to Forest Hall.	
KMDM56	Resident	As a resident of Moorfield Drive , Stephenson Park, I am completely	The primary route for traffic to	Additional reference in

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		against the proposal to transform Moorfield Drive into the through route from Palmersville to Killingworth Village. The inclusion of a bus route on this road will make the traffic noise unbearable and the safety of the street for children and vulnerable people will be highly questionable.	and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM57	Resident	Road improvements needed as mentioned above where does the new road exist (new housing estate)	Comment noted. The new link road provides access to the A1056 and Great Lime Road, with a further access to Shiremoor Bypass via an underpass to the A19.	None
KMDM58	Resident	I don't think its a bad thing but yet again the residents of the new Bellway site Stephenson Park should not have to suffer, keep it a cul-de-sac and there's no harm done .  Again as long as the Bellway Stephenson Park and surrounding residents don't get any interference I can't see a problem as long as no through road is present in Stephenson Park	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	
KMDM59	Resident	The idea of a bypass taking you from Great Lime Road up towards the A19, does in principal seem like a great idea - taking traffic away from existing traffic hotspots. But what does not seem to make sense is putting a through road from Forest Gate, up through the housing estate and through Moorfield Drive. As mentioned being a resident of Moorfield Drive it is disgraceful that we were never told this was the future plan, and that it was also to become a bus route. Bellway have known all along that this was the end game, as the road and pavement meet the specifications set out in the full Masterplan document related to it becoming this type of road. Had this information been made available it would have been a major decision maker when considering purchasing the house. We have a young daughter who will now not be able to play out in the street, or the green space currently provided as the road will be too busy and dangerous, given that it is likely to become a rat run for drivers, and buses stopping and starting. Since the closure of the road under the Metro Bridge in Gosforth the traffic has also significantly increased along Killingworth Lane, which has also become a dangerous place to walk since some drivers pay no attention to the 30 mile an hour speed limit - this will happen on Moorfield Drive should it become a through road. An alternative suggestion would be to move the road above Moorfield Drive and have the entry to the estate further up Killingworth Lane, this way the residents who buy the houses there when they are granted planning permission will be fully aware of the plans, and know what they are	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		getting before buying their houses. It would also allow for extra green space to be allocated next to the bridle path in-keeping with the 'Village' feel that Bellway and I'm sure the council would like to continue to promote.		
KMDM60	Resident	Refer to general Masterplan comments	Noted	
KMDM61	Resident	This area of North Tyneside (Great Lime Road & Whitley Road in particular) are already hugely congested based on the current level of housing. if the roads are linked from Killingworth through to Great Lime Road to cater for an additional 2,000 homes (c 4,000 cars) the problem will just get much worse. I appreciate all the improvement works going on at Silverlink, Holystone and Cobalt but this is to solve the current problem and will not help if there another 4,000 cars travelling in and out of the area each day. Whilst I don't live on the proposed bus route I do have young children and having a huge increase in traffic only a hundred yards from my home is a major concern and this would have been a factor when deciding on where to live. I have total sympathy for those residents on Moorfield Drive who will be impacted more. Especially, if like me they were not told the true extent of the development despite the plans being known by Bellway and NTC.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p> <p>The impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	
KMDM62	Resident	There has been 2 years of hell caused by the transport from the Bellway site already on the moor- Stephenson's park , causing mud & debris all along the road & using road sweepers which were nowhere near adequate. Killingworth road is now like a motorway the traffic is absolutely horrendous-causing long queues of traffic to back up from the Backworth T junction Killingworth lane needs to be closed off from just after the Simonside 'T' junction to East House farm to stop this road being used as a rat run, this is basically a country lane at present being used by heavy duty vehicles, Buses * speeding cars & motorbikes. this will force traffic from travelling up from the Forest hall road/Killingworth road junction & make them use the new A19 Killingworth exchange-it will also stop traffic coming from the Killingworth Lane junction up, through Killingworth Lane & down through Killingworth Village to avoid using the Forest gate/great lime road junction which will also be a bottleneck. The Killingworth Lane junction needs to be a roundabout not an offset junction, are this authority really so inconsiderate & stupid enough to actually introduce an accident blackspot into our road network?	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM63	Resident	No improvement just congestion, tailbacks which are bad enough now Road infrastructure ([edited by officer]).	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which	

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	
KMDM64	Resident	The proposed new roadway serving the proposed 2000 homes has not been properly considered. 1) Killingworth Way roundabout. Far too close to the entry and exit roads to the A19, congestion occurs there at morning and evening rush hour periods as well as the Heavy Goods Vehicle traffic using Sandy Lane to access and exit the A1. 2) Killingworth Lane junction, traffic already travels 40mph or more on this road with 2 bus routes already accessing/existing Simonside. The old wagonway green corridor used by walkers cyclists and horseriders exits/enters via the road, there is a small parking area for cars, this will become very hazardous with increased volume of traffic. 3) There is no mention of improved public transport facilities for the new housing. 4) Forest Gate junction already exists with traffic light controls. There are already major traffic delays at Four Lane Ends junction and Hadricks Mill, South Gosforth as the two main routes into Newcastle from this part of North Tyneside. On the completion of the proposed scheme plus Heritage Green plus Southgate Park long journey times to the city	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes the allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at	

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		centre will be inevitable with resulting air pollution from static traffic.	<p>the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.</p> <p>The A1056 Killingworth way access is an acceptable distance from the A19 slip road and the scheme proposed will delivery overall improvements at this location that will improve road capacity and highway safety.</p> <p>It is acknowledged the consultation material focused upon the layout and nature of development itself but as part of the overall Masterplan there are significant requirements for public transport provision. The overall scheme is designed to be served by new bus services, subsidy must be provided to support new bus services for the site, a potential new metro station forms a key Council priority whilst high quality walking and cycling provision will be integral to the site.</p>	
KMDM65	Resident	1. A19 Killingworth Interchange There is a bridleway joins the A19 northbound sliproad and riders and dog walkers use the wide grass verge along side the A1056 and must be considered when you introduce a new junction. 2. Horse riders use the B1317 between the	A number of highway improvements are currently underway in the Borough. In addition the impact of growth	



## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		Seaton Burn waggonway and Backworth and will be affected by the new road the A1056 to the B1317. 2000 new homes means 4000 more cars on the roads. This will have a detrimental affect on Killingworth Way, A1056 and Great Lime Road.	<p>from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.</p> <p>The design of the new junction at this location will be required to consider and appropriate serve any existing pedestrian, cycle and bridleway links.</p> <p>Whilst a new road will cross the B1317 the overall effect of the new road will be to reduce traffic flows at the B1317 with the potential to improve the environment and safety for horseriders using this route.</p>	
KMDM66	Resident	I have two particular concerns arising from the "Visioning Document".	The primary route for traffic to	Additional reference in

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		<p>Access to the developed area. Page 28 shows various points as "site access". If these are intended to be the road links for the finished development then the accesses from the B1317, particularly the southern access, will overload that road and make it, and the Great Lime Road, a busy "rat run". The B1317 has seen considerable increases in too-fast motor traffic in recent years, and it is now a rather unpleasant boundary to the reasonably good pedestrian and cycle routes through Killingworth. the main new development should rely primarily on road connections with the A19 at Holystone, or the amenity of (existing) Killingworth Village, Killingworth new town, and Palmersville, will be seriously diminished. Existing and new public rights of way and other paths. The "document" speaks in a number of places about more and better pedestrian and cycle facilities, but has little to no offer for horse riders. There is a proposed extension of horse access along the currently disused waggonway, but that appears to involve the closure of the existing parallel bridleway. Hardly any improvement. This development should not be designed in isolation. It is important to make links into and out of the zone, e.g. a safe bridleway link via Backworth to Seghill. In recent years, North Tyneside Council has been good in improving horse rider access in the borough. This "document" indicates a reversal of that trend. Will you please engage at the earliest opportunity with the British Horse Society, BRAG and the Byways and Bridleways Trust, all of which are known to your rights of way officers.</p>	<p>and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	<p>the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.</p> <p>Through the Masterplan Guidance additional reference to provision for horse riding and bridleways added.</p>
KMDM67	Resident	<p>There should definitely be a new access road to the new development for heavy plant traffic and not use the B1317. I would like to see the closure of the B1317 between Simonside Way and Stephenson Park. This will ensure that the development traffic will have to use the new Killingworth bypass. If this is not possible surely heavy plant traffic can be banned and other traffic severely restricted so as to reduce air and noise pollution which we have had to endure with the Stephenson Park development. [see diagram on paper form]</p>	<p>A scheme for the appropriate management of construction traffic will be required as part of any planning application.</p> <p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic</p>	<p>Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.</p>

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			<p>away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	
KMDM68	Resident	<p>The new road will not alleviate the inevitable large increase in traffic on roads in the area. Road improvements will create even more disruption to local residents who have already put up and continue to put up with extensive roadworks in the area. The proposed new metro station will only benefit those who will live near it. It will actually be detrimental to other residents in the area who currently use the metro due to increased overcrowding. It is difficult now to get a seat if you get on at Palmersville to go to Newcastle “it will be almost impossible if these plans go ahead unless money is spent on providing more metro trains.</p>	<p>A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all</p>	

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			<p>proposed as part of the draft Masterplan.</p> <p>The potential new metro station would be delivered with agreement from Nexus. Key conditions likely to apply to provision of a new station will be to ensure that the new rolling stock has sufficient capacity and speed to serve the station without impacting the metro timetable and without harm to attractiveness of the metro to other users.</p>	
KMDM69	Resident	I completely agree that road and transport improvements need to take place in the surrounding areas to manage future developments, however I strongly disagree that Moorfield Drive should be the 'new link road' and 'bus route' - see comments in 'General Masterplan Comments'	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

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KMDM70	Resident	<p>The traffic in this area is already horrendous. Building new roads to connect to Great Lime Road, and the A19 will make this worse. Obviously, if there are new housing estates there will be new roads but this will make driving in the rush-hour even more unpleasant than it is now, and create more danger for pedestrians and cyclist and create more pollution. This will be to the detriment of all the people who live along these roads. Nor will it make for a pleasant travelling experience for the people who live on any of the new developments. The proposals are not improvements. In my opinion the new Metro Stations are simply put on the design to make it look better. More significant is there will be more people on the Metro trains. It will be more unpleasant for any older people if they cannot get a seat, during the rush hour. An increasing problem as people are having to work well into their old age.</p>	<p>A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.</p> <p>The potential new metro station would be delivered with agreement from Nexus. Key conditions likely to apply to provision of a new station will be to ensure that the new rolling stock has sufficient capacity and speed to serve the station without impacting the metro timetable and without harm to attractiveness of the metro to</p>	

## Road and Transport Improvements

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			other users.	
KMDM71	Resident	Road improvements must always happen.... what you are proposing is a disaster waiting to happen. Some key roads are already in place. just need to be clever with the layout and keep residents happy.	Comment noted. The approach to the Masterplan has sought to make best use of existing road infrastructure and deliver improvements that can improve the management and operation of the network.	
KMDM72	Resident	I have to say that in my opinion North Tyneside council have deliberately set the Killingworth lane junction as an offset junction because they would expect lots of comments on this. No one with even half a brain would put this type of junction in this location-it is a proposed death trap. It has been put on the plan like this so that when the comments are reviewed ( of which there will be many on this) then the Council will change it to a roundabout & state we have listened to all of the comments on this and we agree to change it. thus showing that they have consulted then changed part of the or am I being suspicious of the motive behind this?plan	The arrangements proposed for access onto the B1317 Killingworth Lane from the development will be designed in compliance with highway safety requirements. The arrangement is however designed to discourage and significantly reduce the number of traffic movements using the B1317 as a through route and instead direct such traffic to the new link road. this enables improved management of traffic in the area and at Great Line Road.	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM74	Resident	'Ç I am outraged that the plan is to have a bus route through a residential street in Stephenson Park where houses are so close to the road and children are playing. It seems nonsensical to do this when the rest of the estate is not even built and there is plenty of space to provide these primary roads as dividers between cul-de-sacs with appropriate green space and noise buffering providing a quiet and safer environment for families. Holystone Park have taken this approach, why aren't we? The second metro may not even go ahead which would mean an enhanced bus service according to the draft document "" residential streets cannot cope with this kind of increased	A scheme for the appropriate management of construction traffic will be required as part of any planning application.  The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		<p>bus service, especially when we have other viable alternatives. * I strongly oppose the plans to make Moorfield Drive a primary route/bus route for the same reasons outlined above - it's both unreasonable and unnecessary. I would urge that if this new main road is required it is relocated outside of the current Stephenson Park boundary. This would both improve traffic conditions for residents and the traffic flow for the buses. The pedestrian route where the proposed road would be constructed could be designed to run adjacent to this new road and also provide an opportunity for a high quality cycle path to be designed into the plans. I don't think it is unreasonable for this to be included in future developments, as opposed to Moorfield Drive where potential residents can be advised of the plans ahead of purchasing a property, instead of being misled by Bellway about the future plans for the development. If the access road is placed in a future development, it means the residents of the current Stephenson Park can receive what they were promised - an enclosed private estate. The fact that main road is now proposed will no doubt and have significant detrimental impact on the house values on the current estate. * During consultation we learned that Moorfield Drive has already been built with the dimensions to accommodate a bus. If this has been in the master plan for so many years then why are we buying houses based on completely contradictory legal information packs? I even asked why the road was wider and have been told that it was to stay in keeping with the Village feel! 'Ç I live on the corner of Moorfield drive and most people park one car outside of their property and some overspill already in to our cul-de-sac. If this change goes ahead to have a bus route here then I see major issues on the estate for parking. Some residents of Moorfield Drive have already been informed during consultations that they won't be able to park in front of their houses as they do now. Where exactly are these people going to be able to park? Already the visitors bays are used by residents and visitors find it difficult to park. 'Ç Making Moorfield Drive a through road will create a shortcut / rat run for the surrounding areas, such as motorists travelling along Great Lime Road. This will</p>	<p>away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		<p>create a major safety concern for the residents as well as noise and increased traffic 'c With both the amount of houses and also the plan to make Moorfield Drive a primary road in the estate I am now very concerned about building traffic and noise. I moved here with my very nervous pet for a quiet home life that involves being on call during the night. My understanding was always that we may add two other smaller estates to Stephenson Park but that building work would then be over after 18months " 2 years. Given that this is likely to go on for the next 15 years are we to expect Moorfield Drive to be a primary road for Bellway to use for this building work? This means 6 days a week from 7am most days of noise, building traffic and dirt" what kind of quality of life can we expect living next to this? Will Moorfield Drive even be tarmacked in the next 10 years? * During consultation it has also come to light that the plan is that we will no longer use the existing road from Killingworth Village -&gt; Simonside -&gt; Morrisons or -&gt; Backworth (B1317), that the new roads are a replacement for this. If this is correct I'd like to know why this is not detailed in the plan? This would also result in Stephenson residential streets being used as a rat run and make it difficult to access local schools and amenities * The road infrastructure is already massively overloaded, and this building work will create lots of delays due to traffic lights, and the undue stress of traffic on the roads. With the possibility of at least an extra 4000 cars in this area, using single lane roads, things will only get worse. The traffic is already gridlocked, and it takes an unreasonable length of time to travel anywhere in this area, especially at rush hour. I do not see how this is a positive for future development / employment etc in this area when no one can get anywhere. The roads highlighted on the plan look unsuitable, with incredibly unsuitable access junctions from already congested unsuitable roads with the main roads not planned until later phases</p>		
KMDM75	Resident	<p>As outlined in my master plan comments I object to the access road and bus route through Moorfield Drive. This was never explained while purchasing my house me and would of not bought a brand new premium house on a access road and bus route. Why can't the access</p>	<p>A scheme for the appropriate management of construction traffic will be required as part of any planning application.</p>	<p>Additional reference in the Masterplan guidance to B1317 traffic management and</p>



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		road be built around houses in place like the others suggested in the master plan. Putting through Moorfield Drive where one of my young children plays out regularly will put her safety at risk - again i moved house to offer my family an enclosed estate so they could play safely.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	identification of possible measures on the Masterplan layout.
KMDM78	Resident	Any plans for Killingworth Moor should include links to public transport infrastructure. This should include pedestrian routes to the proposed metro station and bus routes close to the development but avoiding residential roads.	Comments noted.	
KMDM79	Resident	The road and public transport links must be improved and the proposed diversions may, temporarily, reduce the currently unacceptable traffic burden along the B1317 and at the junction at Backworth Village. The proposal should also reduce the traffic through Backworth Village. However: due to the placement of schools and commercial areas, it will greatly increase the burden on Moorfield Drive, effectively turning it into a main through-route with direct consequences on the quality of life for those residents and the immediate surrounding streets. To prevent this, the current entrance to the development at the junction with the B1317 should be closed to	<p>A scheme for the appropriate management of construction traffic will be required as part of any planning application.</p> <p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

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		prevent through-traffic. An alternative entrance could be placed further up the B1317 where any new residents will be aware of traffic implications prior to purchase of their properties. The developer should build provisions within the roads to prevent stopped buses from blocking other traffic, and potential new residents should also be informed of these prior to purchase.	away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	
KMDM80	Resident	There is absolutely no way that building new houses with new roads and transportation routes will help with traffic on these already busy roads. The roads are absolutely rammed every day all the way from killingworth to forest hall and beyond, we went to the meeting in the white swan centre to hear the plans and the suggestion that they will close access to the road from killingworth leading to Backworth as a 'solution' is ludicrous. My mother works near Backworth and was informed she would have to go a completely different route to get to work, meaning her travel time will be more than doubled. There is only one solution for the current traffic congestion and that is NOT to build more houses in these areas!! Why cant you plan to build elsewhere, there have already been hundreds of new houses built in killingworth in the past year and even more are still being built next to Lidl. Every day the residents of Orchard Close take their lives into their own hands just simply trying to leave the estate due to the amount of cars that rally round that corner and building more houses opposite will simply increase the inevitability of a fatal accident. So when that happens on your head be it!	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.  The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

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			<p>would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p> <p>This approach means greater priority can be give to traffic at Great Lime Road easing both existing congestion issues and enabling development.</p>	
KMDM81	Resident	<p>I welcome the "sensitive edge" applied to the B1317 Killingworth Lane between the existing developments and the new development along with the new staggered junction to encourage the undoubted increase in traffic to use the new Killingworth bypasss however believe the development plan should should go a step further and close the B1317 Killingworth Lane to through traffic at the following points - 1. from beyond the access to new development i.e. before Orchard Close 2. from beyond the access to Simonside Way Or as a minimum introduce severe traffic calming infrastructure. This road is already a "racetrack" at weekends, heavily utilised as a "rat run" at peak times through the week, the increase in housing will only make this worse.</p>	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	<p>Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.</p>
KMDM82	Resident	<p>The addition of a metro station is not a bad idea but residents already living in the estate should not have to suffer. If a metro station or bus route is necessary to help divert traffic this can be added to new phases or entrances to the estate in future plans therefore allowing Bellway to make new residents aware of these plans. Making</p>	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic</p>	<p>Additional reference in the Masterplan guidance to B1317 traffic management and identification of</p>

## Road and Transport Improvements

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		Moorfield Drive a through road or bus route will make the street a danger, noisy and unbearable and I completely disagree with these plans.	away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	possible measures on the Masterplan layout.
KMDM83	Resident	Traffic being diverted from Great Lime Road and up through Forest Gate will cause problems for residents living in that area.	At Forest Gate the identified access arrangement is currently being reviewed to assess the potential to create a buffer between existing properties and the new road. Any development will need to demonstrate that it does not result in unacceptable harm through noise and air pollution.	To Be Confirmed
KMDM86	Resident	Specifically relating to the new link road diverting traffic from Killingworth village, it is unbelievable that creating a far greater and more dangerous rat-run right passed my front door on Moorfield Drive is seen as an acceptable solution. My wife attended one of the consultation meetings and was told by the gentleman from the Highways authority that one of the main focusses is to take traffic away from Backworth Village and Killingworth Village. These are villages without a great number of houses and driveways lining them, whereas Moorfield Drive is lined with houses and young families with children who will be playing on the street and crossing etc. How is this	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

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		<p>deemed an acceptable solution? Even with traffic calming measures the route is likely to be used by cars and pedestrians to cut through from the new-town part of Killingworth to Palmersville. This should not be allowed to happen. Closing the junction on Killingworth Lane, the current entrance to Stephenson Park would alleviate the problem somewhat, if the council cannot be persuaded to reroute the road behind Phase 1 of Stephenson Park or elsewhere. The other small estates that line the lane (B1317), such as Orchard Close, are not through roads, they are not main access roads to anywhere. Why should our new estate be different??? This is making an utter mockery of the development trying to stay in keeping with the village semi-rural feel. For gods sake, build the main bypass in first, as part of the current or next phase of the plan, and NOT in phase 3!!! Then I might have confidence that there's been an outbreak of common-sense and this isnt just being made up as it goes along...</p>	<p>will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p> <p>The Council's approach seeks to ensure appropriate infrastructure is secured at the right time to meet the needs generated by the development. This is reflected in the indicative phasing plans.</p>	
KMDM87	Resident	<p>We understand that public transport would have to be included in the development of so many houses and again we're not opposed to it. However, again on purchasing our home we were not aware of the road and not aware that it had the possibility of becoming part of a bus route. We strongly feel that a bus route through our estate and especially down our street would be a huge safety concern to our young family. We bought our house so that our children can play outside in front of our house but unfortunately this won't be possible and as we were unaware of this when purchasing we would have to consider a move in the very near future which saddens us greatly.</p>	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at</p>	<p>Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.</p>

## Road and Transport Improvements

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			Stephenson Park and Killingworth Village would not be a through route.	
KMDM88	Resident	<p>As a resident of Stephenson Park I am very concerned about the traffic and road implications this master plan will have on our estate. The plans for our estate (included in our legal pack which we signed when we purchased the property) show the estate as a series of cul-de-sacs ringed by trees. With no mention of Moorfield Drive being a designated bus route. This was neither picked up or mentioned by the solicitors of anyone on the estate I have spoken to at our residents association. Currently children are safe to play freely on the estate due to the only traffic being residents and no through traffic.</p> <ul style="list-style-type: none"> <li>- I understand the new bypass / link road will not be built until phase 2 (up to 10 years) meaning traffic for Phase 1 development flowing through Stephenson Park.</li> <li>- Linking the B1317 via Moorfield Drive (through Stephenson Park) to the new bypass / link road will create a rat run taking traffic through Killingworth Village, Simonside Park or Backworth.</li> <li>- I would prefer to see the current entrance to Stephenson Park closed off forcing all traffic onto the bypass towards Killingworth Way, A19 or Great Lime Road. Benefiting the existing residents of Stephenson Park by making our estate at the back of the new development with no additional traffic flowing through.</li> <li>- As an alternative to closing the entrance to Stephenson Park I would recommend making the road linking Moorfield Drive to the new development a bus only route, again meaning no additional traffic flowing through Stephenson Park. Or creating a new access onto the B1317 within the new development to the north of Stephenson Park.</li> <li>- When will the roads and pavements on Stephenson Park be finished (currently no top surfacing) will it be when phase 1 is completed in up to 5 years time? Obviously this is a hazard to the elderly and disabled residents. I understand one resident who lives 2 houses down from me broke her wrist tripping on the uneven pavements at a time when we</li> </ul>	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p> <p>A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

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		<p>had no street lights (we had no street lighting for several months).</p> <p>- The new bypass / link road (in part) runs parallel the waggon way to the north of the existing housing at Simonside. As this will doubtless be a busy road the noise and pollution resulting from it will be detriment to the people using the waggon way; walkers, jogger, cyclists etc. not to mention the wildlife living there. Would be better to move the road further north away from the waggon way green space.</p> <p>- Is there provision to increase capacity on Killingworth Way leading towards the A189 and Sandy Lane? It regularly takes me 30 mins in the morning to get to the A1 traveling queuing the length of Killingworth Way, then Sandy Lane. Without additional capacity 2000 thousand more homes on the basis of 2 cars per home will impact on our local link roads substantially. If there is extra provision will this be put in place before more homes are built?</p>	<p>required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.</p>	
KMDM89	Resident	<p>Looking at most of the residents in Stephenson Park it is evident that most households have two cars on average. This would potentially lead to an increase of approximately 4000 cars when the whole proposed Killingworth Development is finished. It is evident that the current infrastructure does not work as many of the surrounding roads are grid-locked at peak times. By making Moorfield drive a primary access/through road will just enable drivers to use it as a cut through to avoid the busy main roads. Why does it need to be a primary road? If a primary road is needed then why can this not be incorporated into the new development. It is evident that many of the residents of Stephenson Park were not made aware of these proposed plans, so to correct this, if a new access/primary road was incorporated into one of the new developments they would be selling people a property who know that their house will be on a main road. It is obvious that Bellway knew about this plan for Stephenson Park, and in particular Moorfield Drive, due to the road and pavement meeting specific specifications for an access road/future bus route.</p>	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	<p>Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.</p>

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KMDM90	Resident	The bus route through Moorfield Drive wouldn't be possible for various reasons, already you can barely get a van down the road and you expect to fit two oncoming buses down here? No chance, It just wouldn't work. You can double yellow one side of the road but I can guarantee you that won't make a difference, double yellow both sides of the road, two buses still won't fit down these narrow streets. The route has been poorly planned and shouldn't go ahead, many of the homes on Moorfield Drive have very little buffer between their lounge and the road, now they possibly have to sit and see people waiting directly outside their home for a bus, or a bus full of people stuck as the bus can't get down the street due to road not being wide enough?	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM97	Resident	I am concerned that the local road infrastructure will not cope. Every morning from 7am until 9am there are long queues of traffic going through Forest Hall to Benton. It regularly takes 15 minutes to travel about one mile. The same problems exist travelling from Palmersville to the A189 through West Moor and to the A19 at Holystone.	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through	



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			Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	
KMDM99	Resident	Needs to be re-evaluated. What is being proposed will not result in any improvements.	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	
KMDM100	Resident	There is no where to put a metro station in Killingworth so that is pointless to mention. Will the buses be every 15 minutes still? More	A number of highway improvements are currently	

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		roads for the thousands of vehicles, more rat runs, more potential for deaths on our roads? To prevent large vehicles trying to find shortcuts restrictions should be put in place, such as 2 metre wide restrictions.	<p>underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.</p> <p>The potential new metro station would be located at the south eastern boundary of the Killingworth moor site that is formed by the metro line. This draft Masterplan does not proposed provision of a new metro station in Killingworth town.</p>	
KMDM101	Resident	I am concerned about the increase in traffic that the proposed new housing estates will bring to Killingworth Road. Killingworth Road is already a very busy road and I fear that the new housing estates will make a bad situation even worse. The proposed new road at Forest	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the	Additional reference in the Masterplan guidance to B1317 traffic management and

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		Gate will not alleviate the pressure on Killingworth Road because most of the traffic that uses Forest Hall Road, travelling North, and Great Lime Road, travelling East will continue to do so and new home owners will do the same. Not many will travel further East to use the New Forest Gate road. The only way to encourage drivers to use the new Forest Gate Road would be to install traffic calming measures such as speed restrictions, speed bumps, speed cameras etc. which would make the forest gate more attractive A way has to be found to reduce the traffic on Killingworth Road.	new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	identification of possible measures on the Masterplan layout.
KMDM102	Resident	I am in favour of any new roads that divert traffic from Killingworth village and also B1317. Ideally, I would prefer there to be no access from the Stephenson Park estate on to the B1317. I would support any road layout plan that minimises the traffic along the B1317. I live in Orchard Close and it is difficult to get out safely from my estate because of the number of cars that travel fast around the corner. I think there should be a 20mph limit at the top end of Killingworth village before and after the sharp left hand bend on B1317 near to the entrance of Stephenson Park.	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

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KMDM103	Resident	<p>‘Ç 2000 homes will lead to some 3000 or more cars on the roads in the area as people go to work and back and carry out school runs. I am basing this on the fact that most homes these days on average have at least 2 cars. I can guarantee that more than half of these vehicles will not use your new planned through toad to the A19 and will continue to cause even more congestion on Great Lime road which even now is an absolute nightmare to drive along. I don't care what your stats say as they can be manipulated to say whatever you want. I am speaking as a resident who has to suffer this chaos on a daily basis. ‘Ç Your plan involves building a so called commercial quarter which I have no doubt will require access for large volumes of lorries and other commercial traffic. Again there will be a large number of these vehicles using Great Lime Road as an access route compounding the traffic issue not to mention the increased noise for local residents especially those who have recently bought properties in the Forest Gate area.</p>	<p>A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.</p>	
KMDM104	Resident	<p>There is already a major issue with traffic in this area. Killingworth Rd is now used by traffic from the coast trying to get to Ncle Centre. There seems limited and inadequate inclusion of new roads. Those planned don't take traffic far before connecting with already over used routes. There seems a presumption that drivers will chose to go a certain way - not use what is the easiest route to access. The impact on Killingworth Road / Great Lime Rd will be excessive - it already has conflict with pedestrians, school runs, use by heavy articulated lorries. How much more can the road take? 2,000 houses with at least 1 car- the road layout as planned just doesn't seem adequate.</p>	<p>A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be</p>	

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			required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	
KMDM105	Resident	We have examined the master plan regarding proposed traffic flows in this area and would like to make comment on the ever increasing level of traffic on the B1317. This has had a devastating impact on our quality of life. The noise from the constant flow of traffic past our house prevent sleep, prevents opening windows and the use of the garden for recreation. The same can be said of the increase in pollution and petrol fumes. This again has severely damaged our perimeter walls facing the road. To access the said road with the car is a constant challenge. I am a wheelchair user so the car has to park outside the house to enable me to be 'picked up' • and 'dropped off' •. Please consider the life of the residents of Killingworth Village when preparing your traffic management scheme so that everyone will benefit.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM106	Resident	1. Main bus route should be outside the village boundary, not placed	The primary route for traffic to	Additional reference in

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		directly through the centre of this community as planned, it can be routed through the new development north of this estate. 12. Already congested on street parking in existing residential Close, not suitable for use as a main access road and high risk to children's safety as well as environmental impact, no risk assessment shown to date.	and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM107	Resident	I'm writing to express my concerns about the above masterplans. I moved to Holywell during the summer and everyday I experience problems with traffic. I work in Newcastle and cycle from Holywell to Shiremoor, West Monkseaton, or Northumberland Park metro station before getting on the metro. I tried to cycle all the way to Newcastle (it takes approximately 50min) and I eventually gave up because it is so unpleasant and extremely unsafe. There are no protected cycleways on main roads and I had to mix with heavy fast traffic while cycling through North Tyneside. The roundabouts and junctions have no provision for cycling which is convenient, direct and safe. Building another 5,000 houses in an already car-dominated congested area without a clear and solid mobility plan which does not solely rely on additional roads is a recipe for disaster. You need to plan for sustainable urban development not for additional motorised traffic. Please build development with quality infrastructure for cycling,	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will apply the requirements

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Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		walking and public transport. Please revisit both masterplans and work with the developers to bring the walking and cycling infrastructure up to standard. It is unacceptable in 2017 to be designing streets with shared use footways in new neighbourhoods. The local plan requires good design which can be met by providing separate footways and cycleways and modern designs which eliminate conflict between pedestrians, cyclists and bus passengers. A complete rethink about transport and mobility is required for the entire borough - Investment should be focused on sustainable transport infrastructure and network that can get people to switch from car to public transport, cycling or multi-modal options. If you continue to build roads for cars, people will continue to drive, congestion will get worse and you will run out of space.		of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.
KMDM108	Resident	during a drop-in event a member of staff mentioned possible permanent road closures. I would like to know the specifics please. In particular I am concerned that this might refer to the junction of Simonside Way with the B1317, which is a well-used access route for many directions. This would not be adequately replaced by the proposed new road from point 1.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p> <p>No decisions have been taken at</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			this time regarding the nature or location of any specific road closures. If such an approach were taken routes in most directions would ultimately be provided by the new road infrastructure, to the A1056, east of the A19 to Shiremoor Bypass via the A19 underpass and to Great Lime Road.	
KMDM109	Resident	We have come to this conclusion for the following reasons:- ‘Ç The Local Plan showed three main access ways into the development, namely the Forest Gate Junction, the new Junction on Killingworth Way and junction from the Shiremoor Bypass. It would be expected that these three routes would naturally take traffic away from Killingworth Lane. In particular we note that the geometry of the junction of the new spine road with Killingworth Lane is such that traffic will not wish to use Killingworth Lane. However, we now find that the developer wants to have an additional main access through the current development at Stephenson Park (Moorfield Drive); this was shown on the Local Plan as ‘Indicative Principal Pedestrian, Horseriding, Cycle Routes and Community Connections’ • not as ‘Principal or Secondary Highway Routes’ •. This would allow the additional traffic generated by the development to exit onto Killingworth Lane. ‘Ç The Master Plan does not indicate traffic calming measures to Killingworth Lane/Road. Paragraph 4.4.3 of the Traffic Impact report for Killingworth Moor (document NT 10/11 of the Local Plan supporting documents) suggests that the through route of Killingworth Lane could be severed, so reducing the traffic flows towards the village. Our own appraisal suggests that this is the best option and most acceptable to the Village. ‘Ç It has been suggested that the traffic light sequencing is to change at the B1505/B1317 junction ““ supposedly to act as a deterrent to drivers using this route.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p> <p>As the new road infrastructure is built out any potential severe impacts upon existing roads in</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.



## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		<p>However, the build up of traffic on Killingworth Road will mean that West Lane through the Village will become a 'rat run' • leading to a build up of traffic at its junction with the B1505, with associated problems. This happens now when there are issues with the traffic flows on the B1505 and Forest Hall Road. Since Killingworth Lane/Road is flanked by hedges, it is a useful wildlife refuge which will be destroyed if traffic flows increase substantially as expected. 'Ç KVRA's understanding of the phasing of the construction works associated with the Local Plan was that construction would commence from the north and south ends of the new spine road for the development, namely from the existing Forest Gate junction and the new junction on Killingworth Way. To us, this is the ideal solution as this would mean that construction traffic would have no need to use Killingworth Road/Lane. The Master Plan now suggests that two sites adjacent to Killingworth Lane are to be developed in phase 1 which, unless the main link road is constructed prior to their commencement, will mean that they will have to be serviced from Killingworth Lane during construction. This road was not designed for such traffic. Similarly, all the traffic from the completed development will use Killingworth Lane for exit and egress. We note that a large area of Phase one is to be developed around Stephenson Park. We trust that Bellway will not be allowed to use their existing site compound on Killingworth Lane as again this will mean that Killingworth Lane/Road will be used by construction traffic. Construction traffic has been poorly managed and controlled during the development of Stephenson Park. To summarise, we propose that the following three steps be taken to address the concerns raised: 1. Either block the entrance to Stephenson Park (Moorfield Drive) from Killingworth Lane so that access to Stephenson Park is solely via the bypass, or severely restrict the number of properties that are able to access Moorfield Drive and so limit the number of vehicles using it to access Killingworth Lane. We know that these options are likely to be supported by Stephenson Park residents. 2. Sever Killingworth Lane at key junctions between Killingworth Cottage and Simonside Way. This would also make the "wildlife</p>	the interim will require appropriate mitigation.	

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		corridor' more meaningful as it crosses this potentially busy road. 3. Fine tune the phasing to ensure new access roads are built prior to preparation and construction work and re-locate the site compounds for access from the new bypass. We would be happy to discuss our concerns with the Local Authority at any time. We would also be happy to enter into discussions with yourselves and the Developers if you consider that it may be helpful.		
KMDM113	Resident	The closure or restricted access to the section of the B1317 I have indicated [between Killingworth Village and Simonside Way] I feel would enhance further the masterplan. With the potential of a further 2,000 cars into the area closure would help reduce air and noise pollution, which in turn would restore the quality of life my wife and I enjoyed when we first moved to Killingworth together with other property owners.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM114	Resident	2 to 3,000 more cars trying to go south, east and west is just what we need isn't it!! What is that new single track road going to do? it will just feed the already snarled up A19 Holystone, Wallsend, Benton areas and create even more delay at Four lane Ends and Coast Road bottlenecks. Oh and the proposed new metro station will be a massive help to us in Killingworth new town. I live just off Killingworth Lane. I walk that route every day with my dog. It takes us 28 minutes to get to	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic	

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		the pedestrian crossing to Holystone and that's at pace. it must be at least 2.5 miles from Killingworth town centre.	across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	
KMDM115	Resident	Road and transport improvements New Metro Stations would be very welcome. The current network needs to be extended widely and improved with additional stations on existing routes in many locations, extensions and new routes. The rail network could be improved with the reopening of closed stations and opening of new stations on existing railway lines in the wider district; eg railway stations at Killingworth, Forest Hall, etc all need to be reopened. The Blyth line needs to be reopened to passenger traffic with the reopening of a railway station at Backworth, etc. A new station could be opened in the Benton East area to serve the new housing both east and west of the existing railway line near Proctor & Gamble. The improvements at the Holystone junction with the A19 are not yet good enough with poor siting / absence of traffic signals, poor signage, poor road markings. I understand cars have travelled onto the wrong side of the A19 carriageway "" entirely predictable. Lighting, signage, etc also poor, especially at night for drivers trying to find the Premier Inn near the junction. Noise reduction measures likely to be needed between A19 and new building. A new roundabout is needed to improve safety	Comments noted, the scope for improved rail facilities across the locations identified is limited without significant investment and a revised approach to rail management by Network Rail. The approach identified for Killingworth Moor aims to take advantage of the potential opportunity provided by the existing metro infrastructure to deliver a highly sustainable development well served by public transport.  Work at the A19 Holystone round-about is only recently completed and its operation	

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
		of road from Killingworth junction with the A19 to Backworth.	being monitored.  The development layout provides a buffer to the A19 in response to potential noise impacts. The A19 will be a key consideration for noise impact assessment that must be submitted as part of any planning application for the site.	
KMDM116	Resident	This increase in houses will likely lead to increased road congestion even with the improved construction of Silverlink roundabout in this area.	A number of highway improvements are currently underway in the Borough. In addition the impact of growth from the Local Plan, which includes allocation at Killingworth Moor, upon traffic across the Borough has been robustly modelled and further more detailed work will be required as part of planning applications. A number of major road improvements including new strategic links through Killingworth Moor, underpass to the A19 and improvements at the Killingworth Way A19 interchange, plus significant investment in public transport cycling and transport are all proposed as part of the draft Masterplan.	

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
KMDM118	Resident	Could the B1317 be blocked to all motor traffic and only pedestrian, bicycle, horseriding. From Simonside Way / East Farm to Killingworth village / Stephenson Park. This area is highlighted in red on sketch (see attached). The proposed Killingworth junction of B1317 Killingworth village bypass may prove to be a accident black spot. A roundabout would be a safer option and control speeds and flow on both roads.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM119	Resident	Could the road please be blocked off where shown in red to prevent a large flow of traffic through this way.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	
KMDM121	Resident	Block a section of the B1317 road to stop rat runs. Traffic calming will not reduce traffic volume. At Holystone village (Whitley Road) traffic crawls along in rush hours emitting exhaust fumes at 5mph. Use the opportunity of the new roads on Killingworth Moor to redirect traffic flow. Orchard Close can be reached via Stephenson Park. Henzils farm could be reached via a new road access from Killingworth Moor network.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.
KMDM125	Resident	Please revisit this masterplan and work with the developers to bring the walking and cycling infrastructure up to standard. It is unacceptable in 2017 to be designing streets with shared use footways in new neighbourhoods. The local plan requires good design which can be met by providing separate footways and cycleways and modern designs which eliminate conflict between pedestrians, cyclists and bus passengers.	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of pedestrian and cycle routes is noted. The Council will take account of this	The development provides an opportunity to increase pedestrian and cycle accessibility across the site, whilst improving existing routes. The advice provided relating to the nature and design of

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.	pedestrian and cycle routes is noted. The Council will take account of this but in application of policy will apply the requirements of the emerging Cycle Design Guide and LDD12 Transport and Highways SPD.
KMDM130	Resident	The additional cars will put a huge strain on the already fit to bursting roads that I travel every day. In our street there are 15 houses and an average 2.86 cars per household. I'd recommend a serious look at the more recent census and the average number of cars there actually are, as the number of cars that will come from this huge development will have a serious detrimental impact on the local area. To say shops and other facilities are well within walking distance is nonsense. From where I live, near to Stephenson Park, it takes at least 15 to 20 minutes to walk to Killingworth Shopping Centre. Shopping for a family of 4 you need to take a car to get shopping, you are dreaming if you think people will walk from Killingworth to backworth or shiremoor it just won't happen. 4 Road and transport improvements I feel sorry for the people who bought homes on Stephenson Park to find a bus route and main road are now planned to run through there. It will turn out to be a 'rat run' (pardon the pun) to the B1317 and Backworth. At the very least you should consider closing the road by the farm to encourage the main traffic to run through the main road you are proposing.	<p>The modelling undertaken to inform assessment of the traffic impacts from this development is informed by direct assessment of trip rates from new development across the local area.</p> <p>Accessibility to services and shops forms part of the overall Masterplan approach with the inclusion of a new local centre and provision of new primary and secondary schools important.</p> <p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p>	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	
KMDM131	Resident	Following review of the Killingworth Moor Masterplan, I would like to raise my concern of the following: 1.Forest Gate Junction - The new junction layout have major effect to Forest Gate estate, since the exit of the estate is so close to the junction, and with the increase amount of traffic due to the development, it will affect traffic exiting the estate. At the moment, there is no sign of traffic light or yellow box planned to the exit of Forest Gate Estate. 2. The proposed plan have shown 2 lanes joining onto Great Lime Road, but only 1 lane heading into the new development from Great Lime Road, why can't it be 2 lanes as well? As resident trying to turn to Forest Gate estate from Great Lime Road will force all traffic to struck behind them until they turn into the Forest Gate estate, and this is unnecessary. 3. Also, I have doubt about joining the Forest Gate junction with the new development, since the new highway is nearly running parallel with A19, it will just draw in traffic abandon the A19 (which is under improvement at the moment), and use this new highway to head to the direction of Four Lane Ends / Benton. This will create heavy traffic to Great Lime Road/ Forest Gate, which are not design to cope with this new heavy flow of traffic. I would suggest the highway not joining the Forest Gate junction.	At Forest Gate the identified access arrangement is currently being reviewed to assess the potential to create a buffer between existing properties and the new road. Any development will need to demonstrate that it does not result in unacceptable harm through noise and air pollution.  Part of the objective of the new link road will be to address the potential impact of new development upon junctions with the A19 at Killingworth Interchange and Holystone. At locations such as Great Lime Road the new road infrastructure enables better management of existing traffic flows and capacity to	To Be Confirmed



## Road and Transport Improvements

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments proposed / made
			accommodate anticipated growth.	
KMDM98	Resident	I recently attended one of your drop-in events regarding Killingworth Moor Strategic Allocation Masterplan. Unfortunately the person in attendance from the Council was unable to answer some of my queries/questions/concerns. During the last twenty years we have seen an increase in the volume and type of traffic (HGV vehicles) using Great Lime Road. We are also conscious of the fact that traffic volume is already increasing due in part to the fact that there are two supermarkets situated on Great Lime Road. This amount of traffic will only increase when the proposed housing and commercial properties are built. We live in Willowdene and would like an assurance that the old bridge spanning the brook at Willowdene is strong enough. Should there be a weight limit imposed? If the bridge collapsed properties in Willowdene and the immediate surrounding area would be immediately flooded. As the bridge is an old stone bridge can you give us an assurance that the bridge is strong enough to withstand consistent heavy traffic. Is the bridge regularly checked?	The bridge at Willowdene that is spanned by Great Lime Road is old but is in good working order and strong enough to accommodate existing and forecast traffic in this location. As part of the council's role as Highway Authority all critical structures are maintained in accordance with the Authority's Highways Asset Management Plan	None

### Flood prevention and sustainable drainage

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments Proposed / Made
KMDM76	Save Killingworth Moor	Forest gate already subject to flooding more urban development above it will just worsen the problem but the council don't care so long as council tax charges are paid	Any development at Killingworth Moor will be required to demonstrate as a minimum that it prevents any increase in flood risk for new and existing properties.	None
KMDM111	Northumbrian Water Ltd	Thank you for the opportunity to provide comments on the Murton Gap and Killingworth Moor Draft Masterplans. Northumbrian Water welcomes that the Masterplan documents have been produced on behalf of all interested developers in line with the requirements of the Local Plan. This integrated approach will facilitate the coordinated and sustainable development of the strategic development areas of Murton Gap and Killingworth Moor. We support the vision identified to create sustainable communities in the development areas, and welcome references to green infrastructure and integrated sustainable drainage systems within the objectives identified for the delivery of each site. The early masterplanning of each site presents the opportunity to design communities that are structured around and incorporated within a network of blue and green infrastructure that provides multi-faceted benefits to new and existing communities, including ecological and amenity value, and sustainable surface water management functions. We further welcome the consideration of blue-green infrastructure, drainage and flood risk within Chapters 4, 5 and 6 of each document. Consistent references throughout each document to the need for integrated and multifunctional approaches to flood risk and water management across the whole site are strongly supported. We are pleased to note that the importance of surface water separation is recognised within both documents, in terms of capacity for foul flows from the new developments, flood risk and sewage treatment works capacity.	Comments noted.	None.
KMDM133	The British Horse Society	No comment	Comment noted	None
KMDM11	Resident	Investment must be made by the developers to ensure these issues are covered and dealt with at the very start.	Comment noted	None
KMDM15	Resident	The proposals seem sensible.	Comment noted	None
KMDM17	Resident	Poor water drainage provision in these plans which will affect existing drainage capacity and reduce house value if you are then designated as a	Development must not lead to any increased risk of flooding through	None

### Flood prevention and sustainable drainage

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments Proposed / Made
		known flood area which will increase insurance premiums.	provision of adequate sustainable drainage.	
KMDM18	Resident	Clearly there is a need for an increase in drainage for the area which may result in large or renewed piping required further down the system (Great Lime Road etc) Which will cause more disruption.	Comment noted.	None
KMDM21	Resident	Something does need to be done about flood prevention & drainage in the area however, with addition of so many houses I think further problems will be created.	Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	None
KMDM23	Resident	Flooding has already occurred on Simonside Way (this in the past was unheard of).	Comment noted. There has been no recent development in the vicinity of Simonside Way that would have led to an increased risk of flooding.	None
KMDM24	Resident	Flooding has already been a issue in Simonside Park, previously unheard of. The previous mining was in the area extensive and should not be underestimated how this impacts on current building work.	Comment noted. There has been no recent development in the vicinity of Simonside Way that would have led to an increased risk of flooding.	None
KMDM30	Resident	The existing drainage system is at capacity. Please consider no discharge (all on site attenuation and reuse)> Please include permeable paving, rain gardens and attenuation swales as part of the sustainable drainage provided. Please include planting to provide biodiversity for plants and wildlife in the sustainable drainage features. Please include attenuation basins and wetlands at the schools to provide surface water storage and educational opportunities.	Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	
KMDM32	Resident	No concern of it planned properly for the area	Comment noted	None
KMDM36	Resident	I have serious doubts that flood prevention can be achieved when developing the entire moor, which is in and of its self a natural flood prevention. I believe development of the moor will cause major flooding potential for the residents of Palmersville.	Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	None
KMDM42	Resident	Needs it	Noted	None
KMDM43	Resident	SUDS are already being applied around this area and are and will be definitely needed.	Comment noted	None
KMDM44	Resident	Killingworth Moor is a natural flood prevention area which is already	Development must not lead to any	None

### Flood prevention and sustainable drainage

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments Proposed / Made
		compromised which can be seen during heavy rain by the road flood observed on Great Lime Road at the Wesley Way junction near Palmersville metro station. Development of the moor will completely remove this natural flood defense and create a very high risk of flooding to the houses at the bottom of the moor.	increased risk of flooding through provision of adequate sustainable drainage.	
KMDM47	Resident	I would like the council to have ensured all risks in relation to flooding have been considered. The Moor surely provided an amount of natural drainage so is this development not going to risk flooding occurring at Palmersville?	Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	None
KMDM51	Resident	Don't leave it too late to plan for the future.	Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	None
KMDM55	Resident	As per my first note.	Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	None
KMDM57	Resident	No concerns presume flood plain is adequate	Comment noted	None
KMDM58	Resident	Again as long as the Bellway Stephenson Park and surrounding residents don't get any interference I can't see a problem as long as no through road is present in Stephenson Park	Comment noted	None
KMDM59	Resident	Some concern building on an already natural floor prevention and drainage that works well. By reducing this coverage, by adding roads, pavements, houses etc flooding may well become an issue since the amount of green space is going to become significantly reduced.	Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	None
KMDM60	Resident	Refer to general masterplan comments	Noted	None
KMDM62	Resident	The moor is a natural soakaway all this concrete & tarmac will in my view cause flooding to the estate which backs onto the moor on Great lime road The Forest hall road/Killingworth lane junction has always had a flood issue for many years now-all of this urbanisation will only make this worse to the detriment of the houses next to this junction	Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	None
KMDM63	Resident	No soil, green fields, farming, no flood prevention, concrete does not absorb water. Answer flooding.	Development must not lead to any increased risk of flooding through	None

### Flood prevention and sustainable drainage

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments Proposed / Made
			provision of adequate sustainable drainage.	
KMDM64	Resident	A presentation was recently given at the "White Swan" on stage 3 of flood prevention for Killingworth, Great Lime Rd. It is proposed to slightly enlarge Killingworth Lake where it currently floods during heavy rain and slightly deepen the lake by dredging is this sufficient to cope with all the run off from the new development. The farmland on Killingworth Lane adjacent to the old Waggonway west of Simonside floods every winter and periods of sustained rainfall.	Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	None
KMDM67	Resident	Absolutely essential.	Comment noted	None
KMDM68	Resident	Increased risk of flooding in the area is inevitable if large areas of green space are replaced with concrete.	Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	None
KMDM69	Resident	The moor is a natural soak away and all of this concrete and tarmac, in my view, cause flooding to the estate that backs onto the moor and Great Lime Road. The Foresthall Road/Killingworth Lane junction has always had a flood issue for many years now. All of this urbanisation will only make this worse to the detriment of the houses near to this junction.	Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	None
KMDM70	Resident	A couple of days ago when I attempted to change my home insurance policy I was not able to do it on-line. When I phoned I was told that our house was in a flood risk area - news to me. More houses will increase risk of flooding.	Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	None
KMDM71	Resident	Must item.... must be considered	Comment noted	None
KMDM78	Resident	I urge the council to ensure all precautions should be taken to prevent this.	Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	None
KMDM79	Resident	Flood prevention and drainage are a necessity given the topography and underlying geological structure of Killingworth Moor. Now that the Masterplan has shown the true extent of the development ambitions, it seems that these defences have not been increased in size relative to the original plan, suggesting they are the bare-minimum acceptable provision.	Comment noted	None

## Flood prevention and sustainable drainage

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments Proposed / Made
		However, the development plans are so extensive that no further development will be possible in future, therefore, they may be relatively 'future-proof' •.		
KMDM80	Resident	As a resident of forest gate I knew there was something suspicious going on with how long it was taking Northumbrian water to do work on drainage in the field next to our estate recently. Low and behold it was because they were accommodating for all of the new houses leading from Forest Gate that they have been planning to build.	The works underway recently in this area by Northumbrian Water form part of an established improvement programme and are not associated with future development plans. Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	None
KMDM83	Resident	In doing the drainage in the fields behind Nicholson Terrace and along to Forest Gate, alot of hedgerows and trees were destroyed therefore effecting wildlife.	Comment noted.	None
KMDM89	Resident	I am concerned that the proposed Killingworth Moor developments will cause increased flooding. The moor is a natural soaraway and this may be disturbed with all the new houses and roads.	Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	None
MGDM98	Resident	We are concerned that due to climate change when we suffer heavy rainfall the level of the brook opposite our property rises significantly. When the new estates are built there will be less soak away and more drain away through Willowdene bridge.	Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage. A key component in achieving this is ensuring any development of greenfield land achieves drainage solutions that maintain the same rate of surface water run-off as the greenfield site. This must be achieved through a range of drainage techniques including drainage basins that hold surface water on site and ensure it is released in a controlled manner.	None
KMDM99	Resident	A significant amount of land will be covered in concrete and tarmac. I hope	Development must not lead to any	None

### Flood prevention and sustainable drainage

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments Proposed / Made
		your Engineers have got their calculations correct during those rare occasions when we are subjected to a significant amount of rain over a very short period of time following the experience a few years ago when part of Simonside Park was under water resulting in the damage to property.	increased risk of flooding through provision of adequate sustainable drainage.	
KMDM100	Resident	Northumbria water has already built its flood prevention system, once all this gets built will it be able to cope. Who knows! The field next to the current development in Killingworth was originally to be left as a buffer, there is a natural spring in this field and will be destroyed but the water will still flow regardless of buildings.	The works underway recently in this area by Northumbrian Water form part of an established improvement programme and are not associated with future development plans. Development must not lead to any increased risk of flooding through provision of adequate sustainable drainage.	None
KMDM102	Resident	Flood prevention has to be a priority as there is a large amount of clay soil in this area.	Comment noted.	None
KMDM106	Resident	11. Road drains blocked by mud or tarmac to prevent surface water running into the sewage system, not acceptable design.	Comment noted.	None
KMDM114	Resident	Don't know you've never told us about it, like you never told us 18 months 2 years ago about these plans. You and you senior managers should be ashamed of yourselves!! But I suspect you're not.	Comment noted. The proposed Masterplan includes provision for integrated drainage solutions.	None.
KMDM115	Resident	Flood prevention Important to have plenty of green space to absorb water. Perhaps a proportion of new housing could incorporate 'living / green roofs' • to both improve the visual outlook for existing communities, eg in Palmersville and to slow the runoff of water from new properties. Would reedbed systems help to clean and slow water flow?	Comment noted. Sustainable drainage solutions will form a part of proposed flood mitigation measures.	None.

### Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
KMDM76	Save Killingworth Moor	Gp surgery plans of 1 branch surgery is woefully inadequate this level of population will require s full sized Gp surgery with at least 3 full time drs anything less will Be s disgrace and inadequate	The Council's identified requirements for new primary care services have been developed in with the advice provided by the Clinical Commissioning Group and is understood to address the impacts arising from proposed development.	None
KMDM98	Ivy Road Primary	I am the Headteacher of Ivy Road Primary which is situated 0.8m from the proposed site of a new 2 form entry primary school. This new school is situated within Ivy Road's catchment area. Currently there are 100 pupil spaces in Ivy Road and there are spaces in neighbouring Forest Hall Primary. The new school would have 420 places and R Coyne informs me that it is estimated that there will be 450 children of primary age in the development. Therefore it is estimated that 30 children would need a place else where. A new school is also being built for Backworth Primary of one and a half form primary with space to grow for two form entry. This school would be closer for the residents. I am therefore extremely concerned for the future of Ivy Road Primary School. In the last 9 years the role has fallen from 172 to 120 and Forest Hall is only one form entry now when it used to be two. Within a mile of this new school there is Backworth Primary, Holystone, Forest Hall, St Marys and Ivy Road. Does the new school have to be two form entry? Could it be one. Could Ivy Road Primary move to the new build as Backworth Primary is?	<p>The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.</p> <p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.</p> <p>Whilst development is underway it will be important to ensure that the capacity of any new school is sufficient to meet the needs arising from growth but does not divert pupils from existing schools.</p>	None
KMDM128	Killingworth Consortium	The public consultation event highlighted the current capacity of various primary and secondary schools in the area. Longbenton High School's catchment area covers the majority of the Killingworth Moor site and is currently at 75% capacity. It is also understood that Monkseaton High School is currently at 50% capacity. This would indicate that new residents at Murton Gap would find school places at Monkseaton High, reducing the requirement	<p>The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.</p> <p>Current projections for pupils in the</p>	



## Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		to travel to Killingworth Moor (at least in Phase 1 and Phase 2 of development). New residents at Killingworth Moor would find school places at Longbenton High School. Whilst it is not the case that a new secondary school is not required at Killingworth Moor during the life of the plan period, the current capacity of existing secondary schools does indicate that the new secondary school is not required in the early phase of Killingworth Moor development, given that new residents will find school places in the existing system. This gives strong evidence for the secondary school to be identified for delivery within Phase 3.	Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.	
KMDM6	Resident	'Ç In the 'services and facilities' section the document describes, 'increased capacity for health services and GPs'. How do you plan to staff these? There is a national shortage of GP's. Indeed, my own GP has been advertising for 4 months now with little, if any response!	The Masterplan and planning requirements provide the framework and capacity for infrastructure delivery. As noted a shortage of GPs is a national issue that is not unique to North Tyneside.	None
KMDM10	Resident	It's concerns me that the building if the new schools will be in phase 2. Local schools are already at capacity or over subscribed. With the main bulk of phase 1 being housing, this situation is only going to get worse. Why can't NT council take the example of great park where the builders had to build the schools first? New houses are useless without the infrastructure to support them	<p>The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.</p> <p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.</p> <p>Whilst development is underway it will be important to ensure that the capacity of any new school is sufficient to meet the needs arising</p>	

### Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			from growth but does not divert pupils from existing schools.	
KMDM11	Resident	I would rather see improvements in existing facilities in the vicinity	Comment noted.	
KMDM15	Resident	I would say that the provision of new schools (primary and secondary) on the site is imperative. Too many times we see new housing developments being built with no regard for the effect on the existing public services and amenities. In my opinion the new schools must be built, and be built quickly! I feel that this site has the opportunity to become a village in its own right, separate from Killingworth and Backworth. For this to happen it needs its own amenities, such as, schools, shops, doctors etc.	Comment noted. Improvement to such facilities is proposed as part of the Masterplan.	None
KMDM17	Resident	There appears to be very little provision for additional schools and health facilities that will fully service the large increase in population expected with the proposals. Existing school and health care are at capacity now.	A new primary school and a new secondary school have been identified as required to meet future growth. A further new primary school is also proposed at Murton Gap. Meanwhile contributions towards primary care services are required as part of development proposals.	None
KMDM18	Resident	Schools are required now not in 5 or 10 years time after these houses are built. I guess the council will be waiting for their 'New Homes Bonus' in order to build the schools. Banks are reporting that the council will get Â£14m for their development from the government.	<p>The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.</p> <p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.</p> <p>Whilst development is underway it</p>	

## Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			will be important to ensure that the capacity of any new school is sufficient to meet the needs arising from growth but does not divert pupils from existing schools.	
KMDM21	Resident	Not enough being done here...one new primary & one new high school is needed now due to the current oversubscription of local schools and the additional housing currently being built. Add another 2000 houses and potentially another 4000-6000 children and it is not enough. Also the schools need to be build before the houses. New Doctors & Dentists would be necessary to cope as existing practices would not.	<p>The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.</p> <p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.</p> <p>Whilst development is underway it will be important to ensure that the capacity of any new school is sufficient to meet the needs arising from growth but does not divert pupils from existing schools.</p>	
KMDM23	Resident	More than one GP surgery will be required. (Unable to get an appointment now).	The Council's identified requirements for new primary care services have been developed in with the advice provided by the Clinical Commissioning Group and is understood to address the impacts arising from proposed development	
KMDM24	Resident	The proposals for a new GP Surgery/ Health Centre are not sufficient for the proposed numbers of Population arriving in the area. Obtaining an	The Council's identified requirements for new primary care	

## Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		appointment in under 3 weeks is now impossible. These new Schemes outlined by North Tyneside CCG will only be successful if there are the correctly trained Staff available. There is a current shortage of GPs and Nurses. The North East has the highest number of unfilled NHS vacancies. The disparity of house prices for new housing and existing established estates in Killingworth is inexplicable. I believe the Council is premature in congratulating itself for providing affordable housing for the Population, 25% in not enough (considering that the 45% of the North East population earns the minimum wage). Encouraging high new house prices can have a detrimental effect of inequality in other areas of the Population in the Borough. Also another thought, if luxury houses are encouraged to be built near areas of existing businesses and factories (ie Station Road and Burradon and Shiremoor), this could oust these businesses and result in job losses.	services have been developed in with the advice provided by the Clinical Commissioning Group and is understood to address the impacts arising from proposed development.  The Masterplan and planning requirements provide the framework and capacity for infrastructure delivery. As noted a shortage of GPs is a national issue that is not unique to North Tyneside.	
KMDM26	Resident	See general comments	Noted	
KMDM30	Resident	Please provide a community centre. Please provide designated cycle routes. Please improve cycle routes to Newcastle, Silverlink, Quorum and Cobalt.	A new local centre is planned as part of the proposals and new school provision can play a role in the local community. Contributions to support the capacity of existing community centres have been identified as required of the development. At this time however, the specific need for a new community centre at Killingworth Moor has not been identified as required.	None
KMDM31	Resident	Insufficient infrastructure to support this development bearing in mind all the new developments in the area as previously mentioned. A greatly improved infrastructure would need to be in place prior to people moving in not afterwards (Doctors, Schools, Dentists etc).	The proposed development includes a new primary school, new secondary school and potential new GP branch surgery.	None
KMDM32	Resident	Schools should be built in phase 1 as there will be more children to fill places for surrounding schools which will be a concern to get your children in the school that is right for them.	The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.	

# Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			<p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.</p> <p>Whilst development is underway it will be important to ensure that the capacity of any new school is sufficient to meet the needs arising from growth but does not divert pupils from existing schools.</p>	
KMDM34	Resident	Already local primary and secondary schools are not coping very well with the current demand. Please ensure the schools are built at a very early stage to avoid this current problem increasing rapidly in the short term.	<p>The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.</p> <p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.</p> <p>Whilst development is underway it will be important to ensure that the capacity of any new school is sufficient to meet the needs arising</p>	

### Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			from growth but does not divert pupils from existing schools.	
KMDM36	Resident	The schools health and community facilities are already at maximum capacity in this area and this will simply overwhelm them. I don't believe new schools will be built as I've seen these promises already broken very recently.	<p>Provision of new schools is required. The new primary school is a need triggered by development at Killingworth Moor and will be required once a given number of homes have been built. New secondary school space is needed due to growth across the borough. It is unclear what proposed new schools have not been delivered.</p> <p>At sites such as Backworth Park construction is underway now of a new larger primary school .</p>	None
KMDM37	Resident	Whilst we definitely have a need for new schools, I would like to understand the impact this has on the current schools' catchment areas "" which already seem unfair for some residents in Killingworth who are not in catchment for George Stephenson High School. As a resident of Holystone, I would like to know how this would affect me for the secondary schools catchment area and feeder schools. Unfortunately, no-one at the drop in session at Holystone Primary could advise me on this concern.	<p>The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.</p> <p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.</p> <p>Whilst development is underway it will be important to ensure that the capacity of any new school is sufficient to meet the needs arising</p>	

## Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			from growth but does not divert pupils from existing schools.	
KMDM38	Resident	Although I state I understand that the requirement for a new school should all of these new houses be built, I am perplexed as to why you are building houses in an area where you are required to build a new school	The need for a new secondary school arises due to the population growth anticipated in the Borough. Meanwhile, a housing site the size of Killingworth Moor would in most circumstances require new primary provision regardless of the location of the homes.	None
KMDM40	Resident	There are not enough primary and comprehensive schools in the local area to accommodate the current numbers without increasing the number of homes by 1600. This is great concern as residents of Killingworth are already being advised that their children will need to attend Seaton Burn and Longbenton high school. More schools need to be built to accommodate residents and prevent children having to travel significant distances to attend school.	<p>The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.</p> <p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.</p> <p>Whilst development is underway it will be important to ensure that the capacity of any new school is sufficient to meet the needs arising from growth but does not divert pupils from existing schools.</p>	
KMDM42	Resident	Na	Noted	
KMDM43	Resident	Schools and GPs. In the consultation evening I was informed that schools (Primary and secondary) would be built when required, when the new developments were filling up and indeed these facilities are shown in Phase 2	The opening of any new school must be carefully planned to ensure it does not destabilise existing schools	

## Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		(2023 onwards). This is crazy, Killingworth schools are already oversubscribed. Primary children cant get into the same schools as siblings and catchment areas mean children in Killingworth going to a school further away from their nearest one. Secondary catchment area ie :-for Greenhills is Longbenton High, a bus ride away, not George Stephenson High which is within walking distance, less than a mile away, because there has been no provision for the newer estates already built around Northumberland Park, Shiremoor and Backworth . These children take priority over children in areas of Killingworth. How does the Councils policies of 'healthy living' ie walking to school and 'reducing pollution', ie less or shorter school transport apply here? Also what guarantee is there that these facilities will ever be built.? We moved here 30 years ago to a new development where the plans showed provision of a new primary school and GP service, both of which never materialised, and in fact one site now holds more houses! These facilities need to be built now as part of Phase 1 to show commitment to facility development and not just to developing houses.	<p>in the local area.</p> <p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.</p> <p>Whilst development is underway it will be important to ensure that the capacity of any new school is sufficient to meet the needs arising from growth but does not divert pupils from existing schools.</p>	
KMDM44	Resident	Schools in the area are already stretched beyond their capabilities and all of the schools that have been promised to be built have never come into fruition. These along with the already heavily used health and community facilities will be taken past their breaking points with this massive development.	<p>The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.</p> <p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.</p> <p>Whilst development is underway it will be important to ensure that the capacity of any new school is</p>	



## Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			sufficient to meet the needs arising from growth but does not divert pupils from existing schools.	
KMDM51	Resident	Schools already oversubscribed having to re-consider catchment areas. - where will the nursery children go - pre-school. G.P's already packed out. If new facilities are planned then where will the G.P's be recruited from? Already a shortage.	<p>The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.</p> <p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.</p> <p>Whilst development is underway it will be important to ensure that the capacity of any new school is sufficient to meet the needs arising from growth but does not divert pupils from existing schools.</p> <p>The Council's identified requirements for new primary care services have been developed in with the advice provided by the Clinical Commissioning Group and is understood to address the impacts arising from proposed development.</p> <p>The Masterplan and planning requirements provide the</p>	

## Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			framework and capacity for infrastructure delivery. As noted a shortage of GPs is a national issue that is not unique to North Tyneside.	
KMDM52	Resident	School boundaries catchment areas. Currently school boundary lines around Forest Gate area link to Ivy Road Primary and Longbenton High. With current plans for new schools which areas will be within the new proposed school catchment? Needs to be looked at.	Provision of new schools may lead to a need to review catchment areas. The specific details of such changes will require consideration once further details of the type of school that would be provided.	None
KMDM54	Resident	All the above need careful consideration.	Noted	
KMDM55	Resident	See previous note.	Noted	
KMDM57	Resident	Obviously new school needed but understand would not be in the catchment area for Greenhills etc so can the council state the time scale expected for this when they are pushing admittance to the schools in Longbenton and Seaton Burn	<p>The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.</p> <p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.</p> <p>Whilst development is underway it will be important to ensure that the capacity of any new school is sufficient to meet the needs arising from growth but does not divert pupils from existing schools.</p>	

## Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			Based upon current projections and planned rate of housing delivery both the new primary school and additional secondary capacity are expected to be required by the mid-2020s.	
KMDM59	Resident	I feel the schools should have been built first given that the schools surrounding the area are already full. As the estates are designed to promote family friendly areas, more and more school age children will be coming into the area, and catchment areas may become more and more selective (like they have at George Stephenson High School). Will people have to travel further to take their child to school? Will roads become busier because of this? Are you adding more pressure to a educational system already at its maximum?	<p>The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.</p> <p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.</p> <p>Whilst development is underway it will be important to ensure that the capacity of any new school is sufficient to meet the needs arising from growth but does not divert pupils from existing schools.</p>	
KMDM60	Resident	Refer to general masterplan comments	Noted	
KMDM61	Resident	Good schooling in the area is already a major problem. I didn't get any of the first three choices for my daughter on our admissions form and was therefore allocated a place at Ivy Road. I could not take this place so sent my daughter to a school in Greenside, Gateshead. I understand there are plans for more	The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.	

## Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		schools but my impression is that this is reactive and not proactive to the house building thus increasing the problem.	<p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.</p> <p>Whilst development is underway it will be important to ensure that the capacity of any new school is sufficient to meet the needs arising from growth but does not divert pupils from existing schools.</p>	
KMDM62	Resident	The new school will not be built until most if not all of the housing has been built so we are looking at least 10 years before this will be started, the school should be built as soon as the road infrastructure on the moor is completed. As soon as the housing project is started then there will be the need for school provision & doctors + dentist surgeries-there should also be a community centre built.	<p>New school provision is currently expected after the first phase of development is complete (approximately five years after commencement) The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.</p> <p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity</p>	

### Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			<p>based upon PAN of existing schools.</p> <p>Whilst development is underway it will be important to ensure that the capacity of any new school is sufficient to meet the needs arising from growth but does not divert pupils from existing schools.</p>	
KMDM63	Resident	No stables, bridleways not safe and comodius as now, with roads crossing them (are light controlled crossing going on the crossing points) I doubt it, if the past is anything to go by. Not one mention of bridleways or horses on the Killingworth Moor Masterplan.	Comment noted.	Amendments to Masterplan guidance are proposed that add reference to horse riding and bridleways.
KMDM64	Resident	Schools have been addressed in the plan but community facilities are non-existent.	A new local centre is planned as part of the proposals and new school provision can play a role in the local community. Contributions to support the capacity of existing community centres have been identified as required of the development. At this time however, the specific need for a new community centre at Killingworth Moor has not been identified as required.	None
KMDM67	Resident	These will be essential for a development of this size.	Noted	
KMDM68	Resident	Will increased services be provided in the early stages of development? What about the extra burden on hospitals? Waiting times are already long for getting appointments.	New infrastructure such as schools and health facilities must be provided at the right time as impacts arise from the housing growth planned. It is anticipated that the majority of such provision will be required in early phases of	None

### Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			the development.	
KMDM69	Resident	The proposals for a new GP surgery are not sufficient for the proposed number of population to arrive in the area. Obtaining an appointment in under 3 weeks is almost impossible currently. A new primary and high school would be needed due to the current schools being over crowded.	The Council's identified requirements for new primary care services have been developed in with the advice provided by the Clinical Commissioning Group and is understood to address the impacts arising from proposed development	
KMDM70	Resident	Schools should be built when needed. With respect to health care it takes a month to get a doctor's appointment. Bringing more people into the area will make the situation worse. Health facility buildings are no use without doctors.	New infrastructure such as schools and health facilities must be provided at the right time as impacts arise from the housing growth planned. It is anticipated that the majority of such provision will be required in early phases of the development.	
KMDM71	Resident	ok with this so long as the area is selected correctly.... views of residents are understood.	Comments noted.	
KMDM74	Resident	Schools and GP services are already over-subscribed. I don't see how the new outlined schools are n any way enough to accommodate potentially 4000 more children to the area - If it is true that the B1317 will be closed off at Simonside Park school access from Stephenson Park and Killingworth Village will be difficult	The proposed new schools and GP facilities are forecast to address the impact of potential growth from the new housing development. It is not anticipated that there would be 4,000 additional children at Killingworth Moor, which clearly assumes 2 children in every home. The mix and age profile of the Borough's population today means the homes will be occupied by a mix of households including smaller, older households as well as families.	None
KMDM79	Resident	These should have an overall benefit to most residents. The proximity of two transient drainage ponds near the schools could be of great benefit to children, but may also be subject to littering and destruction, and therefore of	A scheme for the appropriate management and maintenance of all SUDs and areas of open space	None

### Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		minimal benefit to wildlife.	will be required as part of any planning application.	
KMDM83	Resident	I work in a local primary school and a new school is being built to support the new housing near the Pavillion. The arguement remains the same ....just too many houses been planned for this area !!!	Comment noted.	
KMDM88	Resident	Concerned the building of a new school on Killingworth Moor is very close to the existing and over subscribed George Stephenson High School of which there is no provision to renew / refurbish this aging school may ultimately lead to it's closure.	As noted, George Stephenson High School is operating at capacity at present. The need for an additional school is to provide capacity over and above that available in the Borough, including retention of George Stephenson.	None
KMDM89	Resident	I feel that provision for schools is a great idea, but why are they not being built first. My daughter currently attends a primary school in Killingworth, but we have been told that she will not be in the catchment area for George Stephenson School. Not sure how this works at the moment, but we are five/ten minutes walk away from the school and our postcode clearly states that we are part of Killingworth Village. This is obviously an issue that we will have to address at a later date, but it is evident that all the surrounding schools are at full capacity, which will only cause a major problem for the proposed 2000 houses. Will this lead to more children travelling out of the area to the new schools, which of course will lead to an increase in traffic, which in turn will put further strain on the surrounding highways. Again, people will find it easier to use Moorfield Drive as a cut through!!	<p>The opening of any new school must be carefully planned to ensure it does not destabilise existing schools in the local area.</p> <p>Current projections for pupils in the Borough and as a result of development clearly identify that a new primary school at Killingworth Moor and a new secondary school will be needed. This assessment takes into account existing capacity based upon PAN of existing schools.</p> <p>Whilst development is underway it will be important to ensure that the capacity of any new school is sufficient to meet the needs arising from growth but does not divert pupils from existing schools.</p>	
KMDM90	Resident	Extra facilities would be nice but maybe investing some money into	The new local centre is proposed as	

### Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		developing the shops in Forest Hall would be a better idea, the planned facilities are a 5 minute walk from Asda? Deeming them basically pointless unless you're one of the houses directly over the road from them? People from Killingworth village will use Forest Hall shops still and the residents of Palmersville will continue to use Asda for their shopping. The school will be beneficial but ultimately will be too small if the proposed 1,600 homes go ahead, 1,600 homes, say 2 children per home on average, 3,200 children going to fit into a single small scale school..	in accordance with the scale of development and will be important to provide access to day to day needs without requiring a car. The centre would also be located close to new schools, employment land and the potential metro station.	
KMDM97	Resident	- Will the new schools be academic, free schools or Grammar Schools? - How much are NT contributing to the scheme? (at consultation it was confirmed that this will need to be the case as the number of houses does not justify a 1200 place high school. - Ho	At this time the specific manner in which the proposed schools are constituted has not been finalised.	
KMDM99	Resident	No comment.	Noted.	
KMDM100	Resident	Naturally any new services for this increase in population will come after the building is done, so the current services will buckle and break until they are provided. As this will go ahead regardless of what the public say, then these buildings should come first.	New infrastructure such as schools and health facilities must be provided at the right time as impacts arise from the housing growth planned. It is anticipated that the majority of such provision will be required in early phases of the development.	None
KMDM102	Resident	New schools and health provision for the new residents must be incorporated into the plan.	Such provision has been proposed as part of the plans.	None
KMDM108	Resident	GPs are hard to recruit in our area already. A facility will be useless without staff.	The Masterplan and planning requirements provide the framework and capacity for infrastructure delivery. As noted a shortage of GPs is a national issue that is not unique to North Tyneside.	None
KMDM115	Resident	Schools, health and community facilities Yes, all needed and need to be near new Metro Station, etc.	Comment noted.	None
KMDM130	Resident	Building one secondary and one primary school will not be sufficient for the existing population, never mind the new population from all of these new	The proposed new schools and GP facilities are forecast to address the	None



### Schools, health and community facilities

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		homes. Doctors and Dentists appear to be struggling now.	impact of potential growth from the new housing development.	
KMDM131	Resident	4. I understand the Killingworth More development will draw in extra 19000 residents, and surely most of them will be young family with new born child, although the plan will have school development at some point, but I am very worry that it will create years of over subscription of school space. I would suggest school development and community hub to be develop in mid-phase rather than at the end of development. I hope you can take into consideration of the above points before finalizing the Killingworth Moor Development.	19,000 residents is the projected growth for the Borough as a whole. As this growth takes place over the next fifteen years there will also be changes to the overall profile of the Borough's population as existing residents age – with, in total a majority of the growth being in the over 65 age group. Total growth in younger age groups is relatively small.	None

## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
KMDM76	Save Killingworth Moor	Woefully inadequate	Noted.	
KMDM85	CPRE Northumberland	We thoroughly approve these provisions for space and recreation.	Noted	
KMDM95	Sport England	‘ç The masterplan provides a good range and mix of facilities and spaces which provide opportunities for activity for all age groups. Formal sports facilities are located at the new secondary and primary schools, there are allotments, equipped children’s play areas, as well as multi-purpose open space ‘ç The masterplan provides for a diverse mix of land-uses. For the development to stand a good chance of being a walkable community we would suggest that the walking distance to facilities should be no greater than 800m. The southern portion of the site does well in this regard, but the northern leg of the site is likely to be outside this distance. Walking routes from this part of the development to Killingworth town centre should be reviewed and where necessary improved. ‘ç We consider that the proposal compares particularly well in respect of the co-location of facilities. The juxtaposition of the schools, retail and community facilities offers the potential for linked trips, and given the confluence of walking and cycling routes mentioned earlier, this has every chance of being on foot or by bike. ‘ç Section 6.6 of the masterplan description details the hierarchy of open space types and section 6.7 details the formal sports provision. Sport England considers this to be well thought out. There is a welcome acknowledgement that school sites need to be set-out so as to facilitate community use. We also note and welcome the recognition that sports pitches should be constructed so as to afford the capacity for community use. ‘ç Open space has a good relationship with walking / cycling routes forced in part by the existence of both the pylons and waggon-way route. It is a shame that the natural corridor of Briardene Burn does not appear to have been utilised.	Comments noted.	
KMDM133	The British Horse Society	In many instances reference is made to the improvements for walking and cycling. There is very little reference to the need to provide links in the bridleway network what would benefit walkers, cyclists and horseriders. I trust	Comments noted.	Additional reference to horse riding and bridleways added to

## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		this will be amended when more detailed plans are made available.		Masterplan guidance.
KMDM110	Tyne & Wear Local Access Forum	We welcome the green corridors and spaces that are indicated as strong features of these development areas, but we would like to see a more formal commitment from the developer(s) and or the planning authority (via a S106 agreement or conditions).	Comment noted. Section 106 agreements and conditions can only be finalised as part of a planning application. The Masterplan will provide the key tool to ensure such agreements and conditions are fully planned and respond to the needs of the whole site.	None.
KMDM8	Resident	Is there going to be any actual grass land for children to play or people to walk their dogs, no because the council will keep taking bribes off the construction companies. It's the only thing that makes any sense of this decision.	The Masterplan layout identified includes significant areas of open space for recreation and biodiversity.	None
KMDM11	Resident	These should be well designed and well lit to ensure they are safe for all users.	Comments noted.	None
KMDM12	Resident	I'm very disappointed that this development removes some of the few open spaces left in the borough.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.	None
KMDM15	Resident	I'm pleased to see that there is plenty of green space included, with a green buffer zones separating each development area and outer boundary. It would be nice to see the existing rights of ways upgraded to match the existing waggonways to encourage cycling. I assume the overhead powerlines cannot be put underground. I feel that this will have a detrimental affect on the development if they cannot. I personally would not buy a house near overhead pylons.	Comments noted. There are no proposals to replace the power line pylons underground.	None
KMDM17	Resident	This proposal will destroy the open spaces we currently have, the provision of a couple of cycle routes with some grassed areas of small proportion will be a very poor exchange.	Comment noted. The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation. The emerging	None

## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space.	
KMDM18	Resident	There is a need for some open space. Within the development there may be some open areas but they will just be a place for people to 'hang around' there is nothing being built for kids to go to (or at least not detailed at present).	Significant areas of open space are provided as part of the proposals. In addition play areas (equipped areas for play) will be required as part of the development.	None
KMDM21	Resident	There is need for open spaces however there are plenty now so don't build on them.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.	None
KMDM23	Resident	The quality of life of the current residents needs to be considered. The volume of traffic has increased on the B1317 and Simonside Way over the last 18 months. It is unpleasant now to walk in the Borough.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	<p>Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.</p> <p>Through the Masterplan Guidance additional reference to provision for horse riding and bridleways added.</p>

## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
KMDM26	Resident	See general comments		
KMDM30	Resident	Please provide at least 400 allotments. this would be for 20% of the new homes. There are long waiting lists for existing allotments for existing homes. Please include more green spaces, paths and public rights of way. Please include designated cycle routes. Please plan cycle routes to the schools to ease pick up/drop off traffic.	Infrastructure investment can only be required of development to address the impacts of that development and as such only 71 allotment plots are sought from Killingworth Moor. A further 111 allotment plots are required as part of delivery at Murton Gap. Ensuring high quality cycle and pedestrian links throughout the sites and to access key facilities such as schools is a key requirement of the Masterplan and Council policy regarding sustainable travel.	None
KMDM32	Resident	Well you are taking most of that away, the reason we moved to Stephenson park is for the country feel and look and the open space for our children but there won't be much left. I would have looked elsewhere if bellway had of told me of the plans.	Comment noted.	None
KMDM36	Resident	The new open space proposed is relatively speaking completely nothing compared to the current spaces provided. The area is used heavily by walkers, cyclists and runners because of the current natural beauty of the area.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation. The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space.	None
KMDM38	Resident	Killingworth (especially East Baliey) is and has been in desperate need of new children's play and recreation areas for a long time now. The park is not fit for	Infrastructure investment can only be required of development to	None

## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		purpose and the paddock field next to garth 32 (the paddock) is terrible - it's not flat so kids can't play sports on it, it is covered in dog's muck and the basketball hoops/football goals are not fit for purpose. Maybe spend some money here before looking at new developments.	address the impacts of that development. Significant areas of open space are provided as part of the proposals. In addition play areas (equipped areas for play) will be required as part of the development.	
KMDM40	Resident	Bellways again advised that Stephenson Park would remain surrounded by open space and there would be ponds at the bottom of the development - another lie! There is a significant requirement for play areas and parkland for children to play.	Significant areas of open space are provided as part of the proposals. In addition play areas (equipped areas for play) will be required as part of the development.	None
KMDM43	Resident	I do not think these provisions give back what has been taken away from the existing community of Killingworth. We had a Moor, a quiet Killingworth Lane with an open view across the Tyne Valley to Penshaw and beyond. These have already disappeared and that's with a development of around 150 houses. We already had quiet waggonway walks, these are now going to be bordered by the noise of a new road and housing. Recreation play parks - good but the existing one on East Bailey is constantly in disrepair so there is no money to maintain them. 2 parks don't seem enough in comparison to the number of family homes being constructed. Open Space - The plans show an approx. 30m buffer verge along Killingworth Lane, this I agree seems fair but don't like the statement 'existing tree groups and boundaries maintained where possible'. 'Where possible' is open to developers' interpretation and they just want land to build on. 'Half the site enhanced for open space' could be interpreted as 'Existing open space already 100%, reduced to 50%! When new estates were built 30 years ago to the west (Kingswood and Simonside) all the buildings bordering Killingworth Lane had to be single storey to give an open feel I think the same could be applied to the new developments. The current development is too invasive to the Killingworth village feel.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation. The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space.	None
KMDM44	Resident	The new small areas for play and recreation will pale in comparison to the current country side which is enjoyed by many walkers, runners and cyclists.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is	None

## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			established through the Local Plan allocation. The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space.	
KMDM47	Resident	Please maximise the open space	Comment noted.	None
KMDM48	Resident	Currently there is a wonderful bridleway to the north of Stephenson Park which are enjoyed by many dog walkers, myself included - again another reason I bought the property. Had I known about any of these developments I definitely wouldn't have parted with quarter of a million quid for the property I have only just taken ownership of. The bridleway and the farmers fields are host to an array of wildlife, including bats which I had thought to be protected. I cannot believe the negative disruption to the environment has been deemed acceptable. How on earth can you "enhance the hedgerows" by digging them up? The "green space" allocation is no where near sufficient to counteract the negative impact of the build.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation. The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM51	Resident	A real concern - where is the wildlife corridor and woodland protection? Green play areas/pathways for walkers.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None

## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
KMDM55	Resident	Can some sort of link system maybe dog walk along beck not link the community centre to new development. i.e. little wooden bridge.		
KMDM56	Resident	Currently there is a wonderful bridleway to the north of Stephenson Park which are enjoyed by many dog walkers,- again another reason I bought the property .My family love to go for long walks. We have enjoyed the walks finding out about the history of the area. Had I known about any of these developments I definitely wouldn't have purchased the property. The bridleway and the farmers fields are host to an array of wildlife, including bats which I had thought to be protected. We were told that some of the houses would have to have Bat boxes fitted and there was a protected newt in a ponded area. I cannot believe the negative disruption to the environment has been deemed acceptable. The "green space" allocation is no-where near sufficient to counteract the negative impact of the build.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM57	Resident	The provision is not enough - more cycle paths/walk ways etc are required.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM58	Resident	Again as long as the Bellway Stephenson Park and surrounding residents don't get any interference I can't see a problem as long as no through road is present in Stephenson Park.	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.  Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.



## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	
KMDM59	Resident	I personally believe you don't need 'new' areas, why not keep the ones that are already there? You say new and improved walking and cycling provisions, but will this be alongside busy roads? The current Bridle path and Wagonways are currently very popular with the two demographics you mention, yet at least for the Bridle way by the looks of the draft plan you look to want reduce this to a single track, surrounded on both sides by housing. And also making anyone walking along this route have to stop for traffic at a new interchange when its meets a proposed new road. I can see this being an accident 'hotspot' in the future when people / children / dogs / horses come out into the road without realising its actually a junction.	A range of road side and off road paths and connections would be provided as part of the development. The existing paths through the site are protected wherever possible and the development enables public access to the Seaton Burn Waggonway as a public right of way through a 100m wide wildlife corridor. Any crossings of public rights of way and roads will require appropriate safe crossing measures. Overall the Masterplan provides an opportunity to improve road safety for pedestrians and horseriders who currently have limited opportunity to safely cross the B1317.	None
KMDM60	Resident	Refer to general masterplan comments	Noted	None
KMDM61	Resident	Despite any works to develop cycle ways or parkland areas these will be an extremely poor replacement for Killingworth Moor and will not have any benefit to the local wildlife and ecology.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are	None

## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			retained and form key wildlife corridors and green links through the site.	
KMDM62	Resident	the provision of 75 allotments is miniscule in relation to the number of houses that will be built-there should be a ratio of 10% of allotments as there is a national shortage & a very large waiting list already in North Tyneside. How will these allotments be allocated-I would hope that consideration would be that first priority would be given to those on the moor & Simonside estate-local allotments for local people. Given North Tyneside council's misuse of section 108 money in the past (I refer to the park that should have been built at the top of Harwood Drive but was never done-this money disappeared into the council coffers), I have grave reservations on whether there will ever be any recreational areas/parks built Any section 108 money given because of the Killingworth Moor project should be spent on the moor & not collected into a central pot which North Tyneside council are now try to do through an ongoing consultation process The council will pocket this money & use it anywhere but Killingworth moor.	The number of allotments that can be required from development must relate to the likely impact and additional demand generated by the development. The specific management arrangements for allotments have not been determined at this time but their allocation will be in keeping with statutory requirements and on the basis of interest from potential plot holders in registering for the site. The delivery of infrastructure at Killingworth Moor will be secured through a number of methods including conditions placed upon the developers, provision of funding through s106 agreements (which must be used to address the specific planning impacts of the development) and pending its adoption next year – use of Community Infrastructure Levy.	None
KMDM63	Resident	None. Horse riders (pushed out) Stables (closed) Bridleways - crossed by roads Why should people be pushed out (local people). Put out Generally told nothing they can do. It will be developed like the Council (Duke of Northumberland) says. Think what the people want, not the developers, and build round what the people want for change.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation. The emerging Masterplan seeks to ensure an appropriate balance between the	None

## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	
KMDM64	Resident	Killingworth currently benefits from being surrounded by green spaces and woodland with access to walking, cycling and bridlepaths, the development on this scale will destroy most of those amenities and certainly the increase in volume of car traffic will prohibit any horse riding. With the proposed development along with Heritage Green other developments on the old Coast Rd, land adjoining the Rising Sun County Park, Earsdon/Monkseaton, North Tyneside will become one large urban from Newcastle city boundary to the coast.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation. The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM65	Resident	Seaton Burn Waggonway Can the reinstated waggonway from the B1317, Backworth Rd, to Holystone be designated as a bridleway to keep it uniform with the rest of the waggonway from Seaton Burn? It is a very popular track for horse riders and ideally it should be linked to the track from Cast House to Holystone Farm at Holystone.	The objectives of the Masterplan would be to reinstate this Waggonway through a 100m wildlife corridor.	None
KMDM67	Resident	I would like to see more open space than houses as this promotes recreation for a lot of people. There should also be a large buffer zone between properties backing onto the B1317 and the future development.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of	None

## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	
KMDM68	Resident	It is claimed that there will be NEW green spaces but in fact there will be LESS green space. Local people enjoy walking over Killingworth Moor because of the open space which is in easy walking distance of our homes. We will not want to walk there when the only view is modern houses! There does not seem to be any proper plans for recreation apart from cycle tracks. Does North Tyneside Council plan to build more swimming pools to accommodate an extra 19,000 people? The pools are often too busy now. There are not enough allotments proposed. A large park should be created at the start otherwise it may never happen.	Whilst the development will see agricultural land developed the proposals include creation of new, accessible and useable green space for residents. The overall impacts of development upon facilities such as sports centres are taken into consideration and funding is secured from development through s106 agreements where necessary to support the capacity of existing infrastructure	None
KMDM69	Resident	The open space we do have would be taken away should the proposed plans go ahead. The reason we moved to Stephenson Park was for the country, village feel and the beautiful surroundings. At the point of sale we were told about a Nature Reserve including nice country walks, a pond/lake and the wildlife that goes with it, some where nice to go with the family and right on our door step. We were also told that some houses on Stephenson Park would have 'bat boxes' if i were a bat i'd be looking elsewhere!!!	Whilst the development will see agricultural land developed the proposals include creation of new, accessible and useable green space for residents. The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None

## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
KMDM70	Resident	Building on Killingworth Moor results in a decrease of open space. Open space is more than tracks in between houses.	Whilst the development will see agricultural land developed the proposals include creation of new, accessible and useable green space for residents. This includes features such as a 100m wildlife corridor following the route of the Seaton Burn waggonway and a large area of open space at the heart of the strategic allocation.	None
KMDM71	Resident	we must supply many green areas & public walkways.... this is a way of life.	Comment noted.	None
KMDM72	Resident	looking at the map provided in the master plan booklet, then there is only one proposed equipped play area on the whole site. There is only one area of playing pitches-next to the proposed School, since the school will not be built for a number of years then I do not have any hope of any playing pitches being available for a long time. Also which idiot put the pitches in a location which forces people to cross the extremely busy A19 Killingworth interchange. There is also the issue of the Council providing an allotment site directly next to the very busy A19-so the crops will be full of deposits of the following-Motor vehicle emissions contribute to air pollution and are a major ingredient in the creation of smog in some large cities. A 2013 study by MIT indicates that 53,000 early deaths occur per year in the United States alone because of vehicle emissions.[2] According to another study from the same university, traffic fumes alone cause the death of 5,000 people every year just in the United Kingdom Dirty cars, dirty air In 2013, transportation contributed more than half of the carbon monoxide and nitrogen oxides, and almost a quarter of the hydrocarbons emitted into our air. This air pollution carries significant risks for human health and the environment Air pollution from cars and trucks is split into primary and secondary pollution. Primary pollution is emitted directly into the atmosphere; secondary pollution results from chemical reactions between pollutants in the atmosphere. The following are the major pollutants from motor vehicles: 'C Particulate matter (PM). These particles of soot and metals	The requirement for equipped play areas is based upon the catchment created by the scale of play area developed. A large play area with significant amount of equipment provides a larger catchment area than a smaller play area. Where existing play areas catchment provides potential coverage of a development site the need for financial contributions to support the capacity of that play area and improve the provision or maintenance of equipment will be considered. The potential impacts of noise and air pollution upon new and existing residents will be considered in detail through the planning application stage and appropriate mitigation provided.	None

## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		<p>give smog its murky color. Fine particles “ less than one-tenth the diameter of a human hair “ pose the most serious threat to human health, as they can penetrate deep into lungs. PM is a direct (primary) pollution and a secondary pollution from hydrocarbons, nitrogen oxides, and sulfur dioxides. Diesel exhaust is a major contributor to PM pollution. ‘ Ć Hydrocarbons (HC). These pollutants react with nitrogen oxides in the presence of sunlight to form ground level ozone, a primary ingredient in smog. Though beneficial in the upper atmosphere, at the ground level this gas irritates the respiratory system, causing coughing, choking, and reduced lung capacity. ‘ Ć Nitrogen oxides (NOx). These pollutants cause lung irritation and weaken the body's defenses against respiratory infections such as pneumonia and influenza. In addition, they assist in the formation of ground level ozone and particulate matter. ‘ Ć Carbon monoxide (CO). This odorless, colorless, and poisonous gas is formed by the combustion of fossil fuels such as gasoline and is emitted primarily from cars and trucks. When inhaled, CO blocks oxygen from the brain, heart, and other vital organs. Fetuses, newborn children, and people with chronic illnesses are especially susceptible to the effects of CO. ‘ Ć Sulfur dioxide (SO2). Power plants and motor vehicles create this pollutant by burning sulfur-containing fuels, especially diesel. Sulfur dioxide can react in the atmosphere to form fine particles and poses the largest health risk to young children and asthmatics. ‘ Ć Hazardous air pollutants (toxics). These chemical compounds have been linked to birth defects, cancer, and other serious illnesses. The Environmental Protection Agency estimates that the air toxics emitted from cars and trucks “ which include Benzene, acetaldehyde, and 1,3-butadiene “ account for half of all cancers caused by air pollution. Do we really want anyone to consume produce from allotments in such a location?</p>		
KMDM74	Resident	<p>I believe that this is required for all of these developments, however I don't feel that this makes up for the green space that we are losing. We already have well used cycle, walking paths and waggonways appreciating the natural beauty of the landscape, I don't see this being an improvement on what already exists</p>	<p>Whilst the development will see agricultural land developed the proposals include creation of new, accessible and useable green space for residents.</p> <p>The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in</p>	None

## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	
KMDM79	Resident	A social necessity! The provision of such facilities in neighbouring Backworth Village seems to have been of great benefit.	Comments noted	None
KMDM87	Resident	Whilst we don't oppose houses being built we do feel that there needs to be more consideration of the greenery around the estates. Our address suggests that we live in a village and we feel without the green space and fields it doesn't exactly feel like the village life we thought we would have. There are a small amount of houses planned to be built at the back of moorfield drive (which we were aware of) but having looked at the new larger plan (which we weren't aware of) we are completely surrounded and enclosed in houses. There is very little greenery around or in Stephenson park. Whilst we appreciate that there is more greenery around the new developments there seems to be none around us and the play areas seem far away. This is teamed up with a road which runs through moorfield drive really makes it an impossible place to bring up a young family. We would appreciate it if the road and green area behind moorfield drive could be looked at and reconsidered?	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM88	Resident	Some open space is shown in the Masterplan but more could be provided for considering how much open space / footpaths / farmland / quiet space development of this Masterplan will remove from Killingworth. How can we as residents be sure the open space proposed will remain when the plans for Stephenson Park are already being changed from a small semi-rural estate into a substantial sprawling housing development before it is even completed?	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site. The land around Stephenson Park	None

## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			had not been identified or considered as a planned area for open space whilst the areas set out within the emerging Masterplan would form part of an overarching policy requirement for Killingworth Moor and future planning applications will be expected to incorporate the indicative layout and open space identified.	
KMDM89	Resident	From what I can gather there is no provision for "areas of play" within Stephenson Park. There is a small green-space half way down Moorfield Drive, but who is going to let their kids play there when it involves crossing/playing alongside a busy primary access road. It is also evident that the proposed bridleway will become a single track and most of the green buffers/walkways/cycleways involve crossing primary roads!! As a parent I worry that this will cause accidents. Why change green areas that already exist and that are very popular with local adults, children, pets and horses.	At least one equipped area for play will be required as part of development at Killingworth Moor.	None
KMDM90	Resident	What open space? Very tight and few cycle paths.. The open space is there currently and is being taken away, damaging the wildlife and any areas left for children to go play and have fun, instead they have to sit on street corners as all the fields have been taken away from them.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM99	Resident	I doubt that the claim of 40% of the area will remain open green space. Not sure what percentage of this 40% are Allotments and play areas but these are areas that I am unlikely to appreciate as an open green space.	All forms of green infrastructure contributes towards open space and this includes allotments and play areas.	None



## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
KMDM100	Resident	We already have enough open space and recreation provision in the fields and waggonways, until you destroy it in the name of profit and alleged progress.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM102	Resident	Open spaces and recreational provision must be provided. Parkland areas are vital to minimise the effect of urbanisation.	Comments noted.	None
KMDM104	Resident	Open space means more than just a green field. Looking at the Green Infrastructure plan shows a lot of building but limited [word unclear] areas of greenness. Who will make sure field boundaries and tree groups will be retained - once the builders move in they seem to 'desecrate' all in their way!	The planning process will required landscape management plans are prepared and will be considered by the Council's biodiversity officer and landscape architect.	None
KMDM112	Resident	The tracks through it are much used by walkers, dog walkers, people going to the farm shop and people taking short cuts between Camperdown and Backworth and the surrounding areas.	Comment noted.	None
KMDM114	Resident	See above re Development Principles. You're getting rid of it all!! We all bought houses here because we were on the edge of Killingworth, with natural breaks to Backworth, Palmersville and Holystone. I just don't accept that these are needed with all the rest of the development that is going on in North Tyneside.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM115	Resident	Open space and recreation Already suggested as part of the layout. Good public transport links would ensure easy access to existing recreational facilities.	Comment noted.	None

## Open space and recreation

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
KMDM116	Resident	If this plan goes ahead, it will increase the urban sprawl all the way from the boroughs southern boundary, the Tyne to it most Northern point, leaving only a few pockets of green that is already even restricted for groups of our community such as dog walkers, ( dogs now need to be on a lead in most areas). If we are to be a diverse area offering a range of activities, then we will need to protect what areas of green space and wildlife we have left, rather than building upon them.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM120	Resident	Increase in open space by closing Killingworth Lane	Comments noted.	None
KMDM130	Resident	I know we need new homes, but really, do we need as many homes that are being built in this area? If you must build homes on Killingworth Moor, please do so with respect to nature and the existing residents. Give us something to be proud of and to enjoy, not just a mass conurbation of houses.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None

### Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
KMDM76	Save Killingworth Moor	No space or mention on the site for wildlife - no bats on the REME site according to the council do wgy the vat boxes now??? Wildlife space DOES NOT EXIST on these plans and Julie Lawson was unable to find it on the map - cue a.m. embarrassed look - truly disgusting	The site Masterplan includes areas of open space that will include areas of wildlife, biodiversity and amenity open space. 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.	
KMDM85	CPRE Northumberland	We support this principle and would like to see guarantees that funding will be provided in the future. We would also like to see enhancement of the natural aspect of green spaces with a programme of tree planting and wildflower seeding where appropriate.	Comment noted.	
KMDM92	Natural England	Natural England welcomes the amendments made to the masterplan that allows the public right of way east of Holystone Farm to be retained. We also welcome the amendments to the north-west corner of the site that retains the public right of way and the strategic wildlife route.	Comment noted.	
KMDM133	The British Horse Society	Bridleways are wildlife corridors. By improving the network the create new links - wildlife invariably benefits.	Comment noted.	
KMDM11	Resident	I would like to see wildlife encouraged on the site	Comment noted.	
KMDM12	Resident	I'm very disappointed that this development removes some of the few open spaces left in the borough.	Comment noted.	

## Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
KMDM15	Resident	I agree with this. I assume only native plant species will be used. I also assume that studies will be carried out to monitor the movement of wildlife through the site before the start of the construction phase, and if necessary underground road crossings provided.	Native plant species will be extensively used within the landscape strategy.	
KMDM17	Resident	Currently bats are roosting in a tree in the field adjacent to Forestgate entrance, they are still in the area but this building proposal will destroy this valuable habitat and we will as loose the kestrels on killingworth moor. No consideration of wildlife only profit.	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.	None
KMDM18	Resident	No comment	-	None
KMDM21	Resident	As previously mentioned there are plenty open spaces at the moment which attract wildlife so if you don't build on them you won't have to do anything.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM23	Resident	Wildlife has already been displaced - I am already seeing different species in my back garden, displaced from the Moor.	Comment noted.	None
KMDM24	Resident	I have already seen displacement of wildlife, reduced number of birds in the Garden this Summer, Foxes and Squirrels in the Garden, they would not normally venture here, they would stay on the moor, however there is now a lot of building there and their habitat would be further	Comment noted.	None

## Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		destroyed by further development.		
KMDM26	Resident	Where is the wildlife corridor going to be, I can't see it on the plans. See general comments	Wildlife corridors include the route of the Seaton Burn Waggonway, at the southern strategic break between the development and Palmersville and through green links extending across the site.	None
KMDM30	Resident	"Almost half the site to be enhanced for green space and biodiversity" seems like an exaggeration of 40% green space that seems to count school fields and disconnected green areas. Please save mature trees and hedgerows. Please require new developments to include new trees and green spaces for children to play. Recent new local developments lack these.	All forms of green infrastructure contribute towards open space provision. New planting, green spaces and areas for children to play form part of the proposals.	None
KMDM31	Resident	Environment - effect on the local habitat despite the commitment to ensure 40% of the land is kept for wildlife (meaning 60% isn't of course).	Comment noted.	None
KMDM32	Resident	No concern	Comment noted.	None
KMDM36	Resident	Such a large area of moorland is obviously home to an enormous amount of wildlife. This development will completely destroy this ecosystem.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM38	Resident	I have no comment to make on this matter.	Comment noted.	None
KMDM40	Resident	No comment	-	None
KMDM42	Resident	Na	-	None
KMDM43	Resident	I live on the west of Killingworth Lane and already this summer have seen more wildlife in the garden and streets- woodland birds, bats and foxes., due to the nearby encroaching development. Woodland native trees have been mown down and replaced with small specimens by the	Comments noted.	None

## Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		new development. I would like to see more mature woodland trees planted to encourage habitat back immediately. Also ensure the buffer verges are kept to approx. 30m and are planted with these mature woodland trees.		
KMDM44	Resident	This large area of moorland is obviously home to a great deal of wildlife. What assurances are there that any protected species do not live in this area before its complete and utter destruction.	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.	None
KMDM45	Resident	I object to this planning application as I believe it will breach the conservation of habitats and species regulations 2010 as amended. If damage or destroying a breeding site or resting place (roost) of a bat occurs - example being the large tree in the field currently used by the bats adjacent to Forestgate estate. I have regularly observed the bats at dusk throughout this summer. Around this time of year bats hibernate and are not so obvious. I have observed the bats from the rear of my property for the last 3 years. I also believe a breach of the wildlife and countryside act 1981 as amended - intentionally, recklessly or deliberately disturb a roosting or hibernating bat and obstructing access to a roost by a structure - such as a house/s and access roads. Protection is also covered in England by section 40 of the Natural Environment and Rural communities act 2006 ( NERC) Case law exists 2009 when Cheshire East Borough council being taken to judicial review for granting planning permission without sufficient mitigation resulting in the permission being squashed. The local authority has an obligation to take suitable actions to help protect bats under the law of the land which has not	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.	None

## Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		been apparent at the local consultation sessions x3. They appeared to have very little knowledge of this important issue.		
KMDM47	Resident	Please consider increasing the amount of natural green space left unaffected by the development to protect wildlife habitats	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM48	Resident	As above	-	None
KMDM51	Resident	It appears little thought is being given to this aspect. Again where is the wildlife corridor? There is supposed to be a new national woodland plan - any protection on plans?	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM54	Resident	The area used to have a lot of green fields, it is slowly but surely becoming a concrete jungle.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None

## Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
KMDM55	Resident	I believe a nice walk area could be developed around the beck area creating wildlife and ecology.	Comments noted. The Masterplan layout enables such features to be incorporated into detailed proposals.	None
KMDM56	Resident	As above	-	None
KMDM57	Resident	Open space too disjointed any wildlife will be totally disorientated there does not appear to be a corridor linking green spaces from Gosforth Park / Rising Sun etc	The Masterplan seeks to ensure wildlife connectivity is maintained through the development site and links in to existing potential connections beyond the site wherever possible. Connections to areas such as to Rising Sun Country Park are already severed by existing development that this Masterplan cannot address.	None
KMDM58	Resident	Just seems to me that all the nice fields are gone and yet again money prevails,	Comment noted	
KMDM59	Resident	We have bats in our trees, along with bat boxes (which I am guessing were put there by the council), but to take away the area of open space behind our house, could potentially have an impact on the bats, when their ecosystem is effectively 'destroyed'. We have a large number of bird species that currently visit our garden and again this may reduce if the proposed houses are built. I have also seen families of pheasant walk through our estate and out to the open land behind our house, where will they now go? The planning authority has a legal obligation to consider whether bats are likely to be affected by a proposed development. Can you confirm the the necessary surveys have been carried out, and provide evidence of this?	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. Habitat surveys have been undertaken as part of the Masterplan process and have informed its development. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.	None
KMDM60	Resident	Refer to general masterplan comments	-	None
KMDM61	Resident	This development will greatly reduce the green areas and in my opinion have major detrimental impact on the wildlife. The areas that would be created would almost be derisory to what is currently there.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North	None



## Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	
KMDM62	Resident	This will have a major detrimental impact on the wildlife & can only decrease any valuable plant species that the council & developers have not already destroyed throughout the borough	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. Habitat surveys have been undertaken as part of the Masterplan process and have informed its development. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.	None
KMDM63	Resident	None 1 stag 2 roe deer in Rising Sun Country Park. With all the building at Holystone and Shiremoor the Council has shut the wildlife corridor. There will not be a new one and you know it so why ask. You have already moved it twice.	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. Habitat surveys have been undertaken as part of the Masterplan process and have informed its development. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific	None

## Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			protection will be required for development to be acceptable.	
KMDM64	Resident	Wildlife prolific at present time but with so much of this environment being ceded to housing who can tell what the future holds. The air quality at the moment is excellent but with all the new housing and subsequent increase in traffic with inevitable bottlenecks a key point into Newcastle pollution is only going to increase.	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. Habitat surveys have been undertaken as part of the Masterplan process and have informed its development. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.	None
KMDM67	Resident	I am wondering where all the existing wildlife will go when all the diggers move in.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM68	Resident	The plan is detrimental to wildlife as their habitat will be lost. The decline in bees, butterflies and other insects will continue as modern housing with concrete driveways and small gardens provide few places for them to nest, feed, or hibernate.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing	None

## Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			bridleways are retained and form key wildlife corridors and green links through the site. Regarding the population of bees, industrial agriculture and climate change rather than the impacts of housing development.	
KMDM69	Resident	See above comments	-	None
KMDM70	Resident	In no way could Killingworth Moor be described as a site of special scientific interest but it is open green space and as such it "supports" wildlife. It is NOT a brown field site. The claim that most of the development is taking place on a brown field site is nonsense. In no way does it conform to the description of a "brown field site". Any one who walks past can see the green fields. Even The Bank Group acknowledge it as undeveloped agricultural land. Paths, and cycle paths are a poor substitute for open space: they are good for dog-walkers - but dogs and wild life are not totally compatible. They can be useful song birds, and small mammals such as mice and rats, but will not attract the bird species which feed on the ground in open spaces. They are useful in built up areas but what we need is to maintain significant open spaces within our built up areas. The proposed massive development will destroy one of those spaces.	Of all development sites allocated in the Local Plan 56 of the 70 sites are on brownfield land. Killingworth Moor is one of 14 greenfield sites allocated in the Local Plan. The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM71	Resident	must maintain existing.	Comments noted	None
KMDM72	Resident	the council let Bellway destroy a nesting site for bats when Bellway uprooted very mature trees on the Stephenson's park development so I have no hope of any protection provision being made to attract wildlife- to the contrary based on the severing of existing wildlife corridors through to rising sun wildlife park & back up toward Gosforth Park-there will be no management.	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. Habitat surveys have been undertaken as part of the Masterplan process and have informed its development. As part of the planning application process and prior to	None

## Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.	
KMDM74	Resident	We currently have bats on Stephenson Park - what provisions are being made for this? I don't feel that there is enough green space without roads though it for the wildlife that already exists here. I find it difficult to believe that wildlife will manage to survive this extensive type of development with man made green spaces usually being the last to be provisioned	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. Habitat surveys have been undertaken as part of the Masterplan process and have informed its development. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.	None
KMDM78	Resident	No consideration has been taken for the wonderful wildlife that live on Killingworth Moor. You need to ensure that a large amount of green space is left to protect all wildlife. Where will all the beautiful wildlife go when building work continues? You have a responsibility to ensure that all wildlife are considered and looked after.	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. Habitat surveys have been undertaken as part of the Masterplan process and have informed its development. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific	None

## Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			protection will be required for development to be acceptable.	
KMDM79	Resident	Also a social necessity. Whilst some provision is being made to assist this, again, reduction of traffic burden must be addressed.	Comments noted.	None
KMDM80	Resident	There are bats living on and around the REME site and as previously stated when the council were presented with this evidence it was simply not included in the planning permission for the new houses. Hedgehog numbers are already dangerously low and building more houses on their natural environment is just adding to their inevitable extinction. There are many other wildlife species that were living in these areas such as foxes and deer whos natural habitat is also being destroyed, where are they meant to go??? Residents of Orchard close now also have many rats coming into their gardens due to the building work. I ask you when will you be happy!? When there simply is no green space left!?	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. Habitat surveys have been undertaken as part of the Masterplan process and have informed its development. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.	None
KMDM83	Resident	We have a lot of wildlife in this area and I'm very concerned about the effect all this development will have on the hedgehogs, foxes, bats, birds etc. I encourage hedgehogs etc by feeding them and don't want to loose or put them in dander.	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. Habitat surveys have been undertaken as part of the Masterplan process and have informed its development. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.	None

## Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
KMDM87	Resident	With little greenery around Stephenson park we are concerned about that wildlife which uses the current fields and wild space as their habitat. It appears that all the green/wild space that we currently have close to us will have houses on so therefore the animals will have to find a new place to live which could cause a lot of distress to some species. We don't oppose the houses being built but we would like the amount in smaller green areas to be looked at to ensure the safety of the wildlife that our children enjoy.	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. Habitat surveys have been undertaken as part of the Masterplan process and have informed its development. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.	None
KMDM88	Resident	This will be devastating to the local wildlife. Walking in the fields I regularly see foxes and owls (amongst many other animals) for whom the valuable large open space they require will be removed.	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. Habitat surveys have been undertaken as part of the Masterplan process and have informed its development. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.	None
KMDM89	Resident	We are aware that bats surround parts of Stephenson Park and are concerned that this has not been properly addressed with the proposed plans to extend the development. We also have a variety of birds that	As a principle across the development the network of green corridors and areas of open space will provide a rich	None

## Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		reside/feed within our rear garden. The proposed development of houses across the surrounding fields and Killingworth Moor as a whole, must have a negative impact on local wildlife. Has this been really considered?	environment for wildlife and ecology. Habitat surveys have been undertaken as part of the Masterplan process and have informed its development. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.	
KMDM90	Resident	Will be destroyed, there's nothing else to this. Greed has once again prevailed and any resemblance of wildlife left will be forgotten.	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. Habitat surveys have been undertaken as part of the Masterplan process and have informed its development. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.	None
KMDM99	Resident	Bound to have an impact on local wildlife and ecology.	Comment noted.	None
KMDM100	Resident	The wildlife corridors are just lip service as the wildlife will not exist anymore. The development in Killingworth displaced much wildlife, including protected bats, but the Council ignored peoples concerns and went with false reports from developer, this will happen again. I have a fruit tree that fed the blackbirds during winter, but now greedy displaced woodpigeons strip it before other birds can. This year I had a	As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. Habitat surveys have been undertaken as part of the Masterplan process and have	None

## Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		squirrel stealing the bird food I put out, I had never seen one in my garden in the 20 years I have lived here.	informed its development. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.	
KMDM102	Resident	Killingworth wildlife corridor should be respected and everything should be done to preserve it.	The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM104	Resident	Noise, pollution and loss of 'wild areas' is obviously going to happen no matter what efforts are made to preserve wildlife and biodiversity. Yet another area of N. Tyneside will loose its open spaces forever. All the tracks / waggonways that are used by walkers and cyclists now will run adjacent to roads and buildings. People use and value this area now because it is countrySIDE not because it is a maintained path - people want to be outdoors and away from traffic and buildings - this special place will loose its attraction.	Killingworth Moor is currently agricultural farmland and equestrian land. The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM112	Resident	The area is teeming with wildlife. I frequently see hawks, (and was fortunate enough to see a cuckoo on one occasion!). I had always assumed that it was green belt. I urge the council to reconsider allowing this irreplaceable buffer of wildlife and recreational land to be	Killingworth Moor was "safeguarded land" in the 2002 UDP – and as such was identified as land not required for development at that time but to be	



## Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		destroyed, particularly in view of today's concerns for the environment.	considered for future development in the next plan period. The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation.	
KMDM114	Resident	I regularly see deer, foxes, larks, hawks, rabbits, partridge, pheasants, squirrels (red). I've seen Great Crested Newts, hedgehogs, moles, voles absolutely all sorts. I can tell you that having 3 deer stop and look at you then run off into the distance gives you such a thrill in our suburb. If this goes ahead you will take this away from me / us. Thank you so much!!	Killingworth Moor is currently agricultural farmland and equestrian land. The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None
KMDM115	Resident	Wildlife and ecology Would be helped by some of the measures already mentioned above.	Comments noted.	None
KMDM120	Resident	Everything we do affects wildlife, by closing Killingworth Lane, it is a positive action to maximise the growth of weeds and bushes giving wildlife a chance. By doing nothing you still have a negative impact on the wildlife of our area. Something you will have destroyed. In allowing and forcing the building on Killingworth Moor for the sake of collecting a further 2000 housing rates. When will it end.	The principle of development at Killingworth Moor to meet the evidence based need for development in North Tyneside is established through the Local Plan allocation. The emerging Masterplan seeks to ensure an appropriate balance between the need for new homes in North Tyneside and protecting and enhancing open space. As part of this key existing features across the site such as existing bridleways are retained and form key wildlife corridors and green links through the site.	None

### Wildlife and ecology

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
KMDM130	Resident	<p>3. Wildlife and Ecology Wildlife has already been obliterated when you built Stephenson Park. We had a proliferation of wildlife, the sort you want to invite into your garden; hedgehogs and bats, etc... then you built Stephenson Park and we had a proliferation of rats in our home....in my son's bedroom in-fact. They were hanging from trees to eat bird food!! When the reports were done no bats were found. Now, I read in the consultation comments that there bats in the last remaining trees standing on Stephenson Park. I am absolutely disgusted to hear this. There's been a total disregard for nature to build new homes. I also hear there was a buzzard nesting in a tree, and this has now been cut down. We should be protecting our wildlife and providing wide open spaces, not systematically killing it.</p>	<p>As a principle across the development the network of green corridors and areas of open space will provide a rich environment for wildlife and ecology. Habitat surveys have been undertaken as part of the Masterplan process and have informed its development. As part of the planning application process and prior to planning applications, surveys to identify all habitats and wildlife value on the site will be required. Appropriate mitigation for species that require specific protection will be required for development to be acceptable.</p>	None

### Historic environment and heritage

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
KMDM133	The British Horse Society	Seaton Burn Waggonway - it is noted that this historic route is to be improved for the benefit of all users - links in the new development area are essential.	Comments noted.	None
KMDM76	Save Killingworth Moor	This is a historic site both the REME site and the Moor with regard to Oliver Cromwell and his army but the Council simply don't care in their relentless pursuit of massive urban sprawl - backed up by the Greed developers like Bellway - profits before people - you should all be ashamed of yourselves for the destruction of North Tyneside!!	It is important that any development appropriately responds to the historic context and any remaining features and buildings of heritage value at the site. In additional archaeological investigations and appropriate mitigation and protection required of features of significance.	None
KMDM85	CPRE Northumberland	We support this principle wholeheartedly.	Comments noted.	None
KMDM129	Historic England	Thank you for consulting Historic England on the above draft masterplan. As the government's statutory adviser on all matters relating to the historic environment in England, we are pleased to offer our comments. Following our engagement on this site in October 2016 (draft masterplan), November 2016 (SEA screening report), August 2017 (draft masterplan) and May 2017 (EIA screening and scoping opinion), we remain concerned that the historic environment is not being fully planned for in accordance with the NPPF. Although the draft masterplan identifies heritage assets in the area, and goes some way to addressing their significance (including that derived from their setting) when considering the impact of the proposals, it does not fully plan positively for them, including exploring opportunities to maximise the benefits that development might bring to them. For example, one bullet on p16-17 of the masterplan mainly addresses screening (suggesting a desire to plan around heritage assets), although other bullets do more to positively incorporate heritage assets. Nonetheless, in the rest of the document, there is little clear train of thought from analysis of evidence on the historic environment to the masterplan's proposals. The NPPF requires positive	The Masterplan Guidance has been revised to add a greater emphasis to heritage assets throughout the document.  The character area design principles specifically include further guidance to require development to positively incorporate assets.	None

## Historic environment and heritage

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		planning for the historic environment, including looking for opportunities to draw on its contribution to the character of place (para 126). It also requires the significance of heritage assets affected to be described sufficiently to understand potential impact (para 128). In our view more evidence is needed of how the masterplan maximises opportunities and minimises harm to the significance of heritage assets. I hope that the above advice is useful to you. If you have any queries or would like to discuss this further, please get in touch.		
KMDM126	Northumberland Estates	High Farm has been included within the Masterplan. The Masterplan Guidance identifies High Farm as having some heritage significance, and proposed a landscape buffer around the buildings to protect its setting. Northumberland Estates questions the importance that has been attached to High Farm and the remaining buildings here. The agricultural buildings are in a fairly dilapidated condition with several having been demolished in recent years due to safety concerns. The existing buildings have very little significance and it is considered that the Masterplan overstates their value. This area could be made better use of being developed for new housing, rather than retaining the existing farm buildings. It is considered that the Masterplan should make allowance for sensitive re-development of the farmstead area, which would more than adequately reflect any previous heritage value the site once had. In support of this view Archaeology Services Durham University have undertaken archaeological building recording (October 2017), and I attach their full report here. This report sufficiently records the High Farm buildings, allowing for their redevelopment and possible demolition.	It is noted that structures previously identified at High Farm are no longer present. The Council has not indicated that the site is of significant heritage value, but is of some value in its wider setting. The main farm building remains and provides an opportunity for creating a distinctive feature as part of the development that should be responded to appropriately.	None
KMDM124	Tyne and Wear Archaeology Officer	I am really pleased to see that the line of the Brunton and Shields Railway/Seaton Burn Waggonway has been retained within the masterplan. I presume that this remains as a public footpath? I trust that the plan is to retain the earthwork of the railway on which the footpath sits as is? In my last comments of 30th May, I asked that the remains of the Holy Stone (assuming that what exists is part of the medieval cross) should be retained and better displayed. However Archaeological Services Durham University have been out to site and apparently cannot find the remains. Holystone House is shown on maps of 1778. The historic farm buildings will require archaeological recording before demolition. Archaeological reports required to be submitted with the planning application: '£ geophysical survey '£ topographical survey of ridge	The Seaton Burn Waggonway will form a publicly accessible route through the site as a bridleway. No specific proposals have been developed at this time regarding any landscaping that might affect the earthwork of the railway or corridor in general but it is considered likely that there would be	None

## Historic environment and heritage

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		and furrow and railway embankment earthworks 'ç evaluation trenching 'ç any historic buildings within the site which are proposed to be lost, will require archaeological building recording. 'ç A visual impact assessment will be required for the designated heritage assets close to the development site (Conservation Areas, listed buildings and West Backworth deserted medieval village, which is a scheduled monument). The full reports of the results will need to be submitted with the application, not just a summary in the ES. In the event of buried archaeological features being discovered during the preliminary fieldwork (it is assumed that at the very least, the prehistoric site will survive in some form), and assuming that those remains do not merit preservation in-situ, those remains would need to be fully archaeologically excavated in advance of development commencing. Such work could be conditioned.	minimal cause for any interventions that would remove this feature.	
KMDM11	Resident	2000 homes suggests these issues are not important to the consortium. Overdevelopment is not in the best long term interest of the area	Comment noted.	None
KMDM15	Resident	I suppose so.	Comment noted.	None
KMDM18	Resident	No comment	-	None
KMDM21	Resident	No comment	-	None
KMDM23	Resident	Very little of the historic aspects have been preserved. Incomers are totally unaware of the history of Killingworth. (I have lived here 52 years).	Comment noted.	None
KMDM24	Resident	The heritage of the area has already been lost (it is not taught in the local Schools), new Residents are unaware of the worldwide importance this area has played. The identities and boundaries of Killingworth, Backworth, Burradon etc have already been blurred.	A key principle of the Masterplan has been to seek the avoidance of merging of Killingworth with Palmersville and Forest Hall.	None
KMDM30	Resident	Please link the waggonways and mining history of the area to the site.	Comment noted.	None
KMDM32	Resident	No concern	Comment noted.	None
KMDM36	Resident	The archaeological surveys of the area have revealed a lot of Roman and Iron age with some medieval sites across the moor. This development will destroy all of the archaeology in the area and much of the history of the area will be completely lost.	Requirements for appropriate archaeological reports of the site and recording, preservation in situ and excavation would be required for development to be	None

## Historic environment and heritage

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			acceptable.	
KMDM38	Resident	I have no comment to make on this matter.	Comment noted.	None
KMDM40	Resident	No comment	-	None
KMDM42	Resident	Na	-	None
KMDM43	Resident	Whats the point of listing East Farm when the farm land will be taken and a bypass built by its door. If the infrastructure doesn't go in soon Killingworth Village will be further destroyed due the amount of increased traffic pollution caused by the increased volume of traffic already using it as a shortcut from the Shiremoor and Backworth developments	East Farm was listed in 1977. The loss of fields surrounding the farm impact upon its setting. This setting has to a degree already been compromised by development surrounding it at Killingworth Moor. The Masterplan layout responds to this setting by providing a larger buffer and green corridor.	None
KMDM44	Resident	The survey has brought up some interesting finds that the site probably contains some important archaeology from the Roman and Iron Age periods. This will be destroyed with this massive development.	Comment noted. Requirements for appropriate archaeological reports of the site and recording, preservation in situ and excavation would be required for development to be acceptable.	None
KMDM47	Resident	Make allowance for the historic nature of some of the buildings in Killingworth Village - eg. Church, Church Hall, 2 x pubs	Comment noted. In the main development at Killingworth Moor is sufficiently distant from Killingworth Village that any impact upon the setting of key buildings within this conservation area is avoided. An area of designated Local Green Space south of	None

## Historic environment and heritage

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			Killingworth Moor provides significant protection against development at that location to protect the setting and character of the village and maintain a meaningful break in development between Killingworth and Forest Hall.	
KMDM51	Resident	Site of previous mines/Stephenson's railway & waggonway sites.	Comments noted	None
KMDM59	Resident	By the looks of the plan, the historic buildings are being respected, but the main impact could be the increase in traffic going past some of their properties unless the B1317 is closed / has traffic calming measures added (vibrations etc from wagons / speeding traffic), given that the bypass road is not being started until the second phase. This again won't be helped by creating a through road down Moorfield Drive to Forest Gate.	The overall impact of the Masterplan upon the B1317 will ultimately be a reduction in traffic as the through traffic will be encouraged to use the new link road.	None
KMDM60	Resident	Refer to general masterplan comments	-	None
KMDM61	Resident	Killingworth Village is a small quaint area, if the link road and bus routes are developed this changes the 'feel' of the area totally. It just becomes another major build up area (of the already too built up) North Tyneside.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not</p>	Amendments to the Masterplan guidance to emphasise that through traffic at Killingworth Moor

### Historic environment and heritage

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			be a through route.	
KMDM63	Resident	What historic environment and heritage The Council has in the past and will in the future build over it and leave nothing.	Comment noted.	None
KMDM64	Resident	Only two features strike me as outstanding! 1. Stephenson's Cottage which is in a dilapidated condition with scant attention to its historical connections and viewing potential. 2. The old colliery winding wheel off Killingworth lane on the footpath down Great Lime Rd. Old Backworth Hall and Golf Course will hopefully still stand as a green oasis in a sea of housing.	Both features identified are outside of the identified development area. The old colliery winding wheel is located close to the development edge.	None
KMDM67	Resident	Killingworth Moor is an environmental asset, sadly others don't think so.	Comments noted.	None
KMDM68	Resident	Killingworth Moor is an historic environment and can never be replaced once it is gone.	Comments noted.	None
KMDM70	Resident	There are some interesting old buildings in the area but it is difficult to find them because they are surrounded by so many new developments. I am not aware that the proposed development will make the situation apart from reaffirming the opinion of people who pass through the area that Killingworth is just one big housing estate.	Comments noted.	None
KMDM71	Resident	must maintain existing.... what might not be relevant to 1 person could be at the heart of another	Comments noted.	None
KMDM72	Resident	the underground shelters on the moor built during the war should have had historical interest & listed protection-the council let Bellway destroy this on the Stephenson park site so please do not insult the intelligence of the public on this-if it saves or generates money then whatever it is it will be removed	The development at Stephenson Park was subject to detailed consideration of their historic value and significance and on balance their retention was	
KMDM74	Resident	None	-	None
KMDM78	Resident	Killingworth Village is a beautiful and historic place to live. Please do take this into consideration.	Comments noted. The objective of the Masterplan being prepared is to ensure the evidence based needs for development can be met whilst respecting and preserving the attractiveness	None



## Historic environment and heritage

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			and character of existing communities.	
KMDM79	Resident	These areas, namely Killingworth and Backworth villages, should be shielded from increased traffic to preserve them. Killingworth Moor and it's military heritage are acknowledged by an information placard at the current entrance to the estate. There could be further placement of such placards to improve the sense of history and community.	<p>The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.</p> <p>Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.</p>	
KMDM83	Resident	Listed building like Killingworth Cottage are protected on the plan but will be effected by increased traffic. As mentioned before, Killingworth Moor itself needs protecting from development!!	The principle of development at Killingworth Moor to meet the evidence based needs for development is established in the adopted Local Plan.	None
KMDM89	Resident	My only concern is that any type of access road through the proposed Killingworth Moor Development that leads onto the B1317 will cause excessive traffic through Killingworth village. This will undoubtedly impact on the character and ambience of the village. Does there need to be an access road? Could Stephenson Park not be an enclosed private estate (as sold to us!!) and the road blocked off between just before the Simonised estate on the B1317 road. This would mean that the only traffic travelling around /through the village would be the Killingworth village residents, Stephenson	The primary route for traffic to and from the Killingworth Moor development will be the new link road. The principle of the new link road is to direct traffic away from the B1317 Killingworth Lane.	Additional reference in the Masterplan guidance to B1317 traffic management and identification of possible measures on the Masterplan layout.

## Historic environment and heritage

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
		Park residents and the residents of Orchard Close. This would preserve the ambience of Killingworth Village.	Through traffic to and from Killingworth Moor via the B1317 will be discouraged and appropriate traffic measures, which may include closure of sections of the B1317, are being considered. Such an approach would mean existing roads at Stephenson Park and Killingworth Village would not be a through route.	
KMDM99	Resident	No comment.	-	None
KMDM100	Resident	This would be nice but there are no buildings that fit this description. There were in the last development but they were demolished which displaced the bats that didn't exist according to the developers.	There are some buildings of heritage value located within and adjacent to the proposed development that will require appropriate design responses to safeguard their heritage value and create an attractive and characterful development.	None
KMDM102	Resident	Listed buildings need to be preserved and the heritage assets are an important part of this area.	Comments noted.	None
KMDM114	Resident	This land is what makes the area such a great place to live. Why should we have to travel 8 to 10 miles for the next bit of natural open space!! Natural hedgerows and fields with natural (not man made or manicured) footpaths and bridleways.	The principle of development at Killingworth Moor to meet the evidence based needs for development is established in the adopted Local Plan.	None
KMDM115	Resident	Historic environment and heritage Facilities such as the Waggonways are very welcome for quiet, car free walks, etc and sanctuaries for wildlife.	Comments noted.	None
KMDM116	Resident	There is also a historic waggonway that needs to be protected running across the moor (the Seaton burn Waggonway) and preserving our heritage for the future is vital, we were an area with many coal mines and very very little has been saved of this part of our history.	Comments noted. The emerging Masterplan incorporates the route of the Seaton Burn Waggonway as a	None

### Historic environment and heritage

Comment Reference	Respondent Type / Name	All Comments	Officer Response	Amendments made
			100m wide wildlife corridor and route.	