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1. INTRODUCTION AND BACKGROUND

INTRODUCTION

Preparing Newcastle's Unitary Development Plan

1.1 The Unitary Development Plan will guide land use and transportation planning in Newcastle to the year 2006. It will help to shape public and private sector efforts to regenerate the City, and provide a regulatory framework to safeguard and improve the environment.

1.2 The UDP has completed the following stages:

Strategic Guidance

In April 1989 the Secretary of State for the Environment issued Strategic Guidance as a framework for UDPs being prepared by the five Tyne and Wear Metropolitan District Councils. During the preparation of this Guidance, the Department of the Environment consulted a wide range of organisations within the Region and nationally.

Public Consultation on the Draft UDP

Newcastle's Draft UDP was published in May 1991. Between June and the end of October 1991 wide ranging consultation was undertaken, which resulted in many responses to the Draft Plan.

Preparation of the Deposit UDP

Following public consultation the City Council examined the response and reconsidered the contents of the Draft Plan. On 10th May 1993 the City Council approved the Deposit UDP.

Public Inquiry

A Public Inquiry into the Deposit UDP was held between November 1994 and June 1995. The report of the Inquiry Inspector was published in December 1996.

Adoption

The Plan was formally adopted by the City Council on 28th January 1998.

Format of this Plan

1.3 In redrafting the Plan following consultation on the Draft, a simplified structure was adopted. This fulfils the Government's requirement that the Plan should have three main elements:

Part One

This sets out the City Council's aims, objectives and strategic policies. The structure of Part One is provided by three themes - Development, Environment and Transport, within which the City Council's eight aims are set out.

Part Two

This sets out detailed policies and specific proposals. Policies included in Part One are repeated and then amplified in certain cases. The reasoned justification for the Plan is within Part Two.

Detailed development control policy statements are set out in the final chapter of the Plan. In some cases these statements are complemented by supplementary planning guidance notes, which have been approved by the City Council's Development Control Sub-Committee. While supplementary guidance does not form part of this Plan it will be a material consideration in determining certain planning applications.

Proposals Map

This shows the Plan's proposals on an Ordnance Survey base. An inset map shows proposals for the City Centre at a larger scale.

BACKGROUND

Background facts

1.4 The factual background to the City's UDP Strategy is as follows:

Economy and jobs

1.5 During the 1980's growth in the service sector of the City's economy helped to compensate for some of the employment lost in the manufacturing industries traditional to Tyneside. A long established trend was consolidated whereby the City's economy has come to be dominated by the service sector. About half the jobs located in Newcastle are taken by commuters, while there is a reverse flow of people travelling out of the City each day to work in manufacturing industry in other districts.

1.6 The City performs a vital role in the Region's economy which needs to be further strengthened. However it provides too few jobs relevant to the needs of its unemployed residents, particularly for those living in areas of high unemployment.

1.7 In Newcastle unemployment is consistently higher than the national and Tyne and Wear averages and, significantly, is always about 2% higher than the adjoining Districts of North Tyneside and Gateshead, which have a higher proportion of local manufacturing employment and easy access to service jobs in Newcastle. The City requires a more balanced economy, with more jobs in manufacturing (which would help to reduce outward commuting) as well as a strong service function which will benefit the Region.

1.8 The completion of the Western Bypass as the new A1 presents the City with a major development opportunity. A site for economic development, close to the Airport and the A1, has the potential to attract international investment bringing new jobs to the City and the Region. Further significant opportunities for economic development are located within the City Centre and its fringes, particularly East Quayside and West of Central Station, and at Newburn Haugh.

1.9 Expansion of the two Universities and Newcastle College is expected, with a beneficial multiplier effect on the economy. Health services and education are important in maintaining the role of the City as the Regional Capital and a centre of excellence in this field.

Population and housing

1.10 The City's population has declined over a number of years, although there were indications during the 1980's that it was beginning to stabilise. The principal cause of population decline is net out migration - the balance between the numbers of people leaving and moving into the City each year. About half the net loss is long distance and is mostly job related; the remainder is more local and is principally housing led. Population loss is concentrated in the economically active age groups - generally younger adults, or families with young children. The long term effect of net out migration will be a progressively more dependant population. The City has an increasing proportion of older people and one parent families who require support services, but are less able to contribute to the local economy. At the same time growth in smaller households has increased demands for housing even though overall population has fallen.

1.11 Housing clearance was relatively modest over the initial years of the Plan, but this situation could change towards the end of the Plan period. Much of the City's stock of older high density housing was improved in the 1970's for a notional 30 year lifespan. Higher levels of clearance towards the end of the Plan period could put even greater pressure on housing land.

Land for development

1.12 The existing urban area of the City is rapidly running out of land for all forms of development. The Tyne and Wear Green Belt follows the edge of the built up area. It was previously reviewed when the Green Belt Local Plan was completed in 1985, in the context of the Tyne and Wear Structure Plan. The Structure Plan itself was based on an analysis of conditions in the late 1970's, and covered the period up to 1991. The land supply situation is now radically different from that of the 1970's and a review of Green Belt boundaries was necessary.

1.13 As land becomes more scarce there is a tendency towards town cramming. This can take the form of higher densities and pressure for development on land allocated for open space or economic activity. Newcastle is already experiencing such pressures which can only worsen and intensify unless new development land is made available.

1.14 This Plan has carefully considered the capacity of the built up area to absorb new development. In allocating sites for development and judging the possible extent of windfall sites (unforeseen proposals), the Plan has effectively established the environmental capacity of the built up area. Development beyond that identified in the Plan will impose an unacceptable loss of environmental quality, which will hinder efforts to regenerate the economy and make the City a pleasanter place.

Heritage

1.15 Newcastle's historic City Centre is an essential part of Tyneside's identity. A number of initiatives to safeguard the heritage of the City Centre are in progress, the most recent being the Grainger Town Regeneration Strategy. The City Centre contains both thriving and run down areas, often located side by side. Finding new uses for redundant buildings, encouraging quality infill development, dealing with the problem of traffic congestion, and the need for accessibility are the most important challenges facing the City Centre.

Natural environment and the countryside

1.16 Newcastle's green spaces are also under pressure for development, as land becomes ever more scarce. In the inner areas open space for active and informal recreation falls well short of normally acceptable standards. As a result the least mobile sections of the community have the least open space within easy reach. At the same time financial constraints mean that the City Council is less able to maintain and improve existing, let alone provide new open space. During the Plan period falling school rolls and rationalisation of the City's schools will mean some buildings and playing fields become available for alternative uses. It is not possible now to predict which schools will become surplus but the most extensive areas are likely to be in the suburban rather than the inner areas. The challenge for the UDP and the planning process is to enforce regulatory policies which safeguard open spaces in the areas of poor provision, while allowing sufficient flexibility to permit an appropriate level of development elsewhere.

1.17 The City's countryside has seen considerable change in the last decade. There have been some losses due to urban expansion, though this has been limited due to the existence of the Green Belt. There has been a shift in farming from grazing to arable production with accompanying loss of hedgerows and trees. Arable farming also requires fewer buildings leading to a number conversions to other uses, mainly housing. This trend to arable is likely to continue. Woodland cover is not great in Newcastle. Opportunities are taken where possible to secure existing hedges and trees and in a few cases to create new woodlands.

1.18 The extent of access into the countryside on paths, bridleways and cycle routes varies from area to area within Newcastle's countryside. Very few routes have been lost in recent years and there have been a number of new routes created, primarily on land owned by the City Council for reclamation; generally colliery sites or former railways. Further extension of this recreational route network into poorly served areas will now depend more on the co-operation of private land owners.

1.19 Newcastle has a rich variety of wildlife, generally not outstanding in the national context but still of great value. Losses in wildlife habitats have perhaps slowed down in recent years with increasing awareness of their intrinsic worth. Preparation of the Tyne and Wear Nature Conservation Strategy and now this Plan has led to a much firmer base of information on which to base protective policies and preparation of management strategies and plans. The creation of new wildlife habitats in new development and the use of native species in landscaping schemes are now being sought whenever possible.

1.20 Substantial areas of derelict land have been reclaimed and brought back in use either for economic purposes as at Walker Riverside, or housing as at St. Peter's Basin, or open space, as at Percy Pit. In addition the environment of the City has been progressively improved by both large and small scale landscaping schemes, all of which are helping to improve Newcastle's image and attractiveness.

1.21 Wider issues of sustainability are now being considered by planning authorities. Many traditional planning policies concerning open space and wildlife corridors are an essential component in any strategy for sustainability. New challenges include the need for cities to reduce their increasing demands for energy and raw materials. The Plan contains Policies for the control of pollution and Policies intended to reduce Newcastle's contribution to the greenhouse effect, increase recycling and increase the City's natural assets.

Transportation

1.22 Increasing car ownership and use will lead to strong growth in road traffic in Newcastle. As a consequence, the implications for road safety, congestion on major routes and in the City Centre, energy consumption and environmental degradation will increasingly dominate the transport policy agenda.

1.23 In a climate of declining patronage, public transport provision requires encouragement and support to make best use of the advantages that the Metro and bus system and a relatively efficient road network already bring to the City.

1.24 Good access to areas of economic and social activity is vital, for the future development and wellbeing of the City. At the same time areas sensitive to excessive traffic need to be protected.

Implementation and resources

1.25 The City Council's ability to commission new development, improve the environment and provide transport infrastructure, has been progressively reduced by Government financial restrictions.

1.26 Increasingly the City Council works in co-operation with the private sector and housing associations. The City Council's role will include helping to provide new opportunities for the private sector and regulating new development through the development control process.

2. STRATEGY AND PART ONE POLICIES

INTRODUCTION

The UDP strategy

2.1 The City Council's strategy comprises the eight aims which together give a concise statement of what the Plan is seeking to achieve. Under each of these aims a series of more specific objectives has been set out.

2.2 The Plan's objectives have a key role to play in monitoring progress. They provide bench marks against which the effectiveness of the policies and proposals will be tested.

2.3 The Plan's strategic Part One policies follow the objectives. Along with the aims and objectives these policies provide an overview. The Part One policies flow naturally into Part Two policies and proposals and so are repeated within the Part Two topic chapters.

2.4 Aims, objectives and strategic policies can be rather abstract when considered in isolation from their development consequences. A brief descriptive summary of the main changes expected, and where appropriate how they would be achieved, has therefore been set out to provide a geographic overview.

Equal opportunities

2.5 In implementing the Plan the City Council will give high priority to providing equality of opportunity. In particular the City Council will seek to ensure that all the City's residents and visitors have equal access to employment, leisure, shopping, housing, transport and other facilities.

2.6 The most significant proposals as regards equal opportunities concern the development of the City's economy and the provision of new employment. Successful implementation of the Plan would help to reduce unemployment and thereby make a major contribution to equalising opportunity within the City. Where appropriate planning policies will also seek to contribute towards the provision of:

- creche and baby care facilities;
- access for people with disabilities;
- access to public transport; and
- the needs of ethnic minorities.

DEVELOPMENT

AIM 1: ECONOMY AND URBAN REGENERATION, to achieve economic growth which:

- retains existing economic activity and jobs;
- provides jobs for the unemployed;
- enhances the economic potential of the Region;
- supports the further development of the City's role as Regional Capital; and
- assists urban regeneration.

Objectives

- Retain and improve existing areas of economic activity within the urban area.
- Achieve a greater diversification in the City's economy, with increased numbers of manufacturing and blue collar service jobs.

- Achieve new economic development within the Northern Development Area.
- Provide a wide range and choice of opportunities for economic development.
- Attract new forms of economic activity including tourism.
- Encourage the development of the City as an important national centre for higher and further education.
- Encourage the development of the City as a regional centre of excellence for the provision of health services.
- Encourage training initiatives relevant to the needs of the unemployed, and the requirements of both existing and new employers.

Strategic policies

ED1 SUFFICIENT LAND WILL BE PROVIDED TO ALLOW A RANGE AND CHOICE OF SITES AND OPPORTUNITIES BY SIZE, LOCATION AND QUALITY WHICH CAN SECURE ECONOMIC AND EMPLOYMENT GROWTH FOR THE BENEFIT OF THE CITY AND THE REGION.

ED2 THE CITY CENTRE'S ROLE AS THE REGION'S COMMERCIAL AND ADMINISTRATIVE CAPITAL WILL BE SAFEGUARDED AND STRENGTHENED.

ED3 LAND AND PREMISES ALLOCATED FOR INDUSTRIAL AND BUSINESS USE WILL BE SAFEGUARDED FOR PRIMARILY CLASSES B1 (LIGHT INDUSTRY, OFFICES AND RESEARCH AND DEVELOPMENT), B2 (GENERAL INDUSTRY) AND B8 (STORAGE AND DISTRIBUTION OF THE USE CLASSES ORDER 1987; DEVELOPMENT FOR OTHER USES WILL NOT BE ALLOWED.

How and where the aims and objectives will be achieved

- In the City Centre the emphasis will be on quality new infill development and building refurbishment, coupled with a better accessibility for service vehicles and public transport, and an improved environment for pedestrians and cyclists.
- New flagship developments at East Quayside, and West of Central Station will complement City Centre regeneration and greatly improve the gateways to the centre.
- The proposed Northern Development Area, between Gosforth and Hazlerigg contains the prime site within the Region for the attraction of inward investment. The Plan proposes to encourage and facilitate its development, taking advantage of its location between the A1 trunk road and Newcastle International Airport.
- The Newburn Haugh area will be progressively developed as a major industrial economic opportunity area.
- Expansion of the Airport will be facilitated, schemes are likely to include new freight warehousing, and an extension to its maintenance facilities.
- Significant expansion of the City's two Universities and Newcastle College is expected during the Plan period.

AIM 2: POPULATION AND HOUSING

To stabilise the City's population at the general level prevailing at the beginning of the Plan period (1st January 1988) ie at about 280,000, by providing sufficient land for a wide range of types and quality of housing development.

Objectives

- Provide a range of housing development opportunities, within different parts of the City to cater for the varied and changing needs of its population.

- Provide sufficient housing to meet the requirements of special needs groups and affordable housing for those on low incomes.
- Improve the quality of the housing stock and its environment to help make the City a more attractive place in which to live.

Strategic policies

H1 LAND IS ALLOCATED TO ALLOW DEVELOPMENT IN THE REGION OF 10,000 DWELLINGS TO PROVIDE THE NUMBER, RANGE AND CHOICE OF DWELLINGS DURING THE PLAN PERIOD 1988 TO 2006 TO MAKE A SUBSTANTIAL CONTRIBUTION TOWARDS THE AIM OF POPULATION STABILISATION.

How and where the aims and objectives will be achieved.

- Within the built up area some 8,257 dwellings are expected to be developed. The most significant housing developments will be at Little Benton, St. Nicholas Hospital, within the City Centre and on East Quayside. Elsewhere new housing within the built up area will comprise relatively small scale infill developments.
- Outside the built up area a total of 2,500 dwellings are proposed within the Northern Development Area.

AIM 3: SHOPPING

To strengthen Newcastle's role in providing shopping facilities of both regional and local significance.

Objectives

- Maintain and improve a local shopping service accessible to all City residents, particularly those living in the more deprived urban areas.
- Strengthen the City Centre's shopping role as the Region's largest shopping centre by the provision of new facilities, environmental improvement, improved traffic management and reduction, and improved public transport access.

Strategic policies

R1 THE VITALITY AND VIABILITY OF SHOPPING CENTRES WILL BE MAINTAINED AND ENHANCED BY:

- A. ENCOURAGING REFURBISHMENT, REDEVELOPMENT AND HIGH STANDARDS OF DESIGN;*
- B. ENCOURAGING THE DEVELOPMENT OF SITES WITHIN OR ADJACENT TO EXISTING CENTRES FOR NEW RETAIL DEVELOPMENT WHICH ARE READILY ACCESSIBLE BY SHOPPERS ON FOOT AND ENJOY THE BENEFIT OF GOOD PUBLIC TRANSPORT;*
- C. IMPROVING ACCESSIBILITY BY PUBLIC TRANSPORT AND PROVIDING CONVENIENT PARKING FACILITIES;*
- D. CARRYING OUT ENVIRONMENTAL AND SECURITY IMPROVEMENTS;*
- E. PROTECTING THE CONTINUITY OF RETAILING WITHIN USE CLASS A1 ALONG GROUND FLOOR PRIMARY SHOPPING FRONTAGES; AND*
- F. ENCOURAGING DIVERSIFICATION OF USES OUTSIDE GROUND FLOOR PRIMARY SHOPPING FRONTAGES.*

R2 THE CORE SHOPPING AREA OF THE CITY CENTRE WILL CONTINUE TO BE SUPPORTED AND DEVELOPED TO MAINTAIN ITS POSITION AS THE PRINCIPAL SHOPPING LOCATION IN THE NORTHERN REGION BY:

- A. ENCOURAGING NEW DEVELOPMENT, REDEVELOPMENT AND REFURBISHMENT WHICH WILL INCREASE THE RANGE AND QUALITY OF FLOORSPACE;*
- B. IMPROVING ACCESSIBILITY FOR PUBLIC TRANSPORT, SERVICE VEHICLES AND CAR BORNE SHOPPERS;*
- C. ENHANCING THE PEDESTRIAN ENVIRONMENT; AND*
- D. ENSURING THE CONTINUITY OF RETAILING WITHIN USE CLASS A1 ALONG GROUND FLOOR PRIMARY SHOPPING FRONTAGE.*

R3 NEW RETAIL DEVELOPMENT OUTSIDE SHOPPING CENTRES WILL BE ALLOWED ONLY WHERE:

- A. IT WOULD NOT DEMONSTRABLY HARM THE VITALITY AND VIABILITY OF ANY EXISTING CENTRE;*
- B. IT WOULD BE EASILY ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT ESPECIALLY BY PUBLIC TRANSPORT, FOOT AND BICYCLE; AND*
- C. IT HAS BEEN DEMONSTRATED THAT THERE ARE NO SUITABLE AND GENUINELY AVAILABLE SITES FIRSTLY WITHIN AND SECONDLY ON THE EDGE OF THE RELEVANT EXISTING CENTRE OR CENTRES, IN ACCORDANCE WITH PPG6 - THE 'SEQUENTIAL TEST'.*

How and where the aims and objectives will be achieved

- Redevelopment in the City Centre, such as that at the Haymarket area.
- Local shopping improvements are proposed, such as those at Adelaide Terrace, Cruddas Park and Shields Road. The City's other District Centres including Gosforth, Shields Road, Chillingham Road and Denton Park, will be improved as resources permit.
- Elsewhere, the level of shopping provision within local centres will be monitored, and development control policies applied to support an accessible shopping service.

AIM 4: RECREATION, LEISURE AND TOURISM

To enhance Newcastle's role in providing for local recreational needs; and add to the cultural, entertainment and recreational facilities which cater for the City, the Region and visiting tourists.

Objectives

- Strengthen the City's recreation leisure and tourism role by encouraging the provision of a wide range of new and upgraded facilities.
- Improve access to open space and the countryside and support measures which improve their recreational potential.

Strategic policies

TL1 THE PROVISION OF NEW CULTURAL, ENTERTAINMENT AND RECREATION FACILITIES WILL BE ENCOURAGED, PARTICULARLY THOSE WHICH INCREASE THE ATTRACTIVENESS OF THE CITY CENTRE.

TL2 THE GROWTH OF TOURISM WILL BE PROMOTED.

How and where the aims and objectives will be achieved

- New leisure facilities serving the Region as a whole may be included in developments in the City Centre for example, the area West of Central Station, the Theatre Village area, and East Quayside.
- The network of recreational routes linking the built up area and the countryside will be extended. The North Tyne Cycleway will be developed as a route of regional importance and is the preferred route for Hadrian's Wall National Trail (Hadrian's Way).
- Increased tourist visits to the City Centre will be encouraged by marketing, the provision of new accommodation, and new facilities.

AIM 5 : INNER AREA REGENERATION

To improve social, economic and environmental conditions in the inner and other deprived urban areas.

Objectives

- Provide land for economic development within the inner area, and access by public transport services to other areas of employment.
- Improve operating, security and environmental conditions of firms within the inner areas.
- Improve housing and environmental quality.
- Protect and improve open space.
- Secure the development of affordable housing.
- Maintain and enhance local community services including shopping, leisure and education.
- Improve general levels of security throughout the inner areas.
- Maintain and improve access to the City Centre for employment, shopping and other facilities.

Strategic policy

IA1 THE CITY COUNCIL WILL GIVE HIGH PRIORITY TO IMPROVING LIVING CONDITIONS, AND PROVIDING ECONOMIC DEVELOPMENT OPPORTUNITIES IN THE INNER AREAS.

How and where the aims and objectives will be achieved

- Seek to provide good quality public transport links between the inner areas, the City Centre, the Northern Development Area and Newburn Haugh.
- Continue housing and environmental improvement initiatives throughout the inner areas, utilising regeneration funding, City Council, and Private Sector resources, and other initiatives as they come forward.
- Continue area economic and environmental initiatives, such as at the Ouseburn Valley, and at Walker Riverside.
- Rigorous use of development control powers to help maintain local shopping and open space in the face of development pressures.

ENVIRONMENT

AIM 6: SUSTAINABLE DEVELOPMENT

To work towards the long term goal of sustainability, by progressively reducing both the need for energy and other natural resources, and the environmental impact caused by their use; without compromising the City's economic vitality.

Objectives

- Seek to reduce the need for travel by encouraging mixed use development and a close relationship between new development and public transport routes.
- Assess the environmental impact of new development and transportation proposals, and seek to minimise environmental damage and pollution.
- Reduce carbon dioxide emissions associated with energy use in the City by 30% of 1990 values by the year 2005.
- Facilitate the development of combined heat and power (CHP) and renewable energy projects.
- Encourage a wide range of recycling projects.
- Increase environmental resources within the City.
- Ensure the continual enhancement in the quality of fresh water and water courses; a systematic approach to environmental appraisal will therefore be introduced which will include the identification of required improvements and any necessary measures of mitigation.

Strategic policies

SD1 THE CITY COUNCIL WILL WORK TOWARDS ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT WHICH MEETS THE ECONOMIC AND SOCIAL NEEDS OF THE CITY.

SD2 THE CITY'S NATURAL ASSETS AND BUILT HERITAGE WILL BE PROTECTED, MANAGED AND PROMOTED TO INCREASE THEIR VALUE AND THEIR CONTRIBUTION TO ACHIEVING SUSTAINABLE DEVELOPMENT.

How and where the aims and objectives will be achieved

- Prepare guidelines for all major projects, including the Northern Development Area and Newburn Haugh to encourage energy efficiency, and the use of combined heat and power and renewable energy technologies, as an integral design element.
- Maintain a compact City, as proposed in this Plan, with a mixture of activities and good public transport which will help to reduce the need to travel.
- Encourage design which will capture passive solar energy in new buildings.
- Introduce a systematic approach to environmental appraisal.

AIM 7: ENVIRONMENTAL QUALITY

To make Newcastle a more attractive city within which the urban fabric is well maintained and progressively regenerated and to enhance and protect its natural environment. To seek to prevent or limit harm to the environment from potentially polluting new development and seek to reduce the impact of existing polluting development on air, water and land resources.

Objectives

- Protect and improve the City's attractive areas and features, particularly its conservation and historic areas.
- Improve the less satisfactory elements of the City's environment, particularly within the inner areas.
- Protect open spaces, and where possible add to and improve the City's green spaces.
- Safeguard the City's defined Green Belt in order to maintain the principles set out in Planning Policy Guidance Note 2.
- Safeguard and enhance the City's landscape features.
- Protect, improve and add to wildlife habitats.
- Balance proposals for mineral extraction and waste disposal with the protection of the environment, and residential amenity.
- Continue joint working with statutory and other bodies to set appropriate standards for the control of pollution and to take all necessary action to enforce them.

Strategic policies

EN1 ALL DEVELOPMENT WILL BE REQUIRED TO MEET HIGH STANDARDS OF DESIGN.

EN2 THE APPEARANCE OF THE CITY FROM MAIN APPROACHES AND FROM MAJOR MOVEMENT CORRIDORS THROUGH THE BUILT UP AREA AND FROM OR ACROSS THE RIVER TYNE WILL BE ENHANCED BY:

- A. ENCOURAGING, ASSISTING AND CARRYING OUT IMPROVEMENTS TO LAND AND BUILDINGS;*
- B. REQUIRING IMAGINATIVE DESIGN IN NEW DEVELOPMENT, WITH SENSITIVITY TO ITS SETTING, AND HIGH STANDARDS OF MATERIALS AND LANDSCAPING; AND*
- C. PROMOTING LANDSCAPED CORRIDORS INTO THE HEART OF THE BUILT UP AREA TO LINK THE CITY WITH THE COUNTRYSIDE*

EN3 THE QUALITY OF THE CITY'S LANDSCAPE WILL BE ENHANCED BY PROTECTING AREAS OF GREATEST VALUE, RETAINING TREES AND WOODLANDS, AND GREATLY INCREASING THE AMOUNT OF PLANTING.

OS1 THE BEST POSSIBLE STANDARDS IN THE RANGE, AMOUNT, DISTRIBUTION, ACCESSIBILITY AND QUALITY OF OPEN SPACE WILL BE SOUGHT THROUGHOUT THE CITY BY:

- A. PREVENTING THE LOSS OF OPEN SPACE TO DEVELOPMENT;*
- B. MAINTAINING AND IMPROVING EXISTING OPEN SPACE;*
- C. CREATING NEW OPEN SPACE WHERE OPPORTUNITIES OCCUR AND IN ASSOCIATION WITH NEW DEVELOPMENT;*
- D. PROMOTING RECREATION IN THE COUNTRYSIDE THROUGH SCHEMES FOR ENVIRONMENTAL IMPROVEMENT, PUBLIC ACCESS, AND APPROPRIATE FACILITIES; AND*
- E. PURSUING PROVISION FOR ALL NEEDS IN THE COMMUNITY, INCLUDING THOSE OF CHILDREN, THE ELDERLY, AND PEOPLE WITH DISABILITIES.*

GB1 A GREEN BELT IS DEFINED ON THE PROPOSALS MAP. IT WILL BE PROTECTED AS FAR AS CAN BE SEEN AHEAD IN ORDER TO:

- A. CHECK THE UNRESTRICTED SPRAWL OF LARGE BUILT-UP AREAS;*
- B. PREVENT NEIGHBOURING TOWNS FROM MERGING INTO ONE ANOTHER;*
- C. ASSIST IN SAFEGUARDING THE COUNTRYSIDE FROM ENCROACHMENT;*
- D. PRESERVE THE SETTING AND SPECIAL CHARACTER OF NEWCASTLE AS A HISTORIC CITY; AND*
- E. ASSIST IN URBAN REGENERATION, BY ENCOURAGING THE RECYCLING OF DERELICT AND OTHER URBAN LAND.*

NC1 THE NATURE CONSERVATION RESOURCES OF THE CITY WILL BE MAINTAINED AND ENHANCED BY THE PROTECTION OF HABITATS AND FEATURES AND A REQUIREMENT ON ALL NEW DEVELOPMENT TO TAKE ACCOUNT OF THE NEEDS OF WILDLIFE.

C1 THE CITY'S BUILT HERITAGE WILL BE PRESERVED, PROTECTED AND RESTORED, AND WHERE NECESSARY, THE PLAN'S POLICIES WILL BE APPLIED FLEXIBLY TO ACHIEVE THESE AIMS.

How and where the aims and objectives will be achieved

- Progressive implementation of refurbishment, redevelopment and environmental projects within the City Centre.
- Improvement of the City's open spaces and an increase in dual use of school playing fields will help to cater for local demands for recreation.
- Provision of new open space and recreational facilities and opportunities as part of the Northern Development Area proposals.
- Continued improvement of access to the countryside and completion of projects which will enhance reclamation sites at Percy Pit (Newburn) and Havannah (Hazlerigg).

TRANSPORT

AIM 8: TRANSPORT

To meet the transport needs of the community through the integration of transport modes which improve road safety, alleviate congestion, reduce energy consumption increase efficiency and protect and improve the environment.

Objectives

- Encourage the provision of an accessible, reliable and attractive public transport system.
- Manage the use of existing road space in order to optimise safe and efficient movement.
- Provide access to the City Centre which encourages investment and improves the physical environment.
- Reduce the environmental impact of motorised transport.
- Reduce the number and severity of road traffic casualties for all groups in the community.
- Improve access to areas of economic, social and recreational activity.
- Improve conditions for pedestrians and cyclists, and encourage cycling and walking through the provision of a safe network of routes.
- Facilitate investment in housing and industry.

Strategic policies

- T1 PUBLIC TRANSPORT PROVISION WILL BE ENCOURAGED BY IMPROVING OPERATING CONDITIONS AND FACILITIES*
- T2 THE TRANSPORT SYSTEM WILL BE MANAGED TO RECONCILE THE COMPETING DEMANDS OF ALL USERS IN THE INTERESTS OF SAFETY, EFFICIENCY, ACCESSIBILITY AND THE ENVIRONMENT IN ACCORDANCE WITH THE FOLLOWING PRINCIPLES:*
- A. IMPROVING SAFETY, PARTICULARLY FOR VULNERABLE GROUPS SUCH AS PEDESTRIANS, PEOPLE WITH DISABILITIES AND CYCLISTS;*
 - B. IMPROVING THE ENVIRONMENT OF SHOPPING CENTRES, RESIDENTIAL AREAS, CONSERVATION AREAS AND OTHER AREAS WITH HIGH PEDESTRIAN ACTIVITY;*
 - C. ENSURING THE EFFICIENT OPERATION OF THE HIGHWAY NETWORK;*
 - D. IMPROVING OPERATING CONDITIONS FOR PUBLIC TRANSPORT AND SERVICE VEHICLES; AND*
 - E. REDUCING THE ENVIRONMENTAL IMPACT OF MOTORISED TRANSPORT.*
- T3 TRAFFIC IN THE CITY CENTRE WILL BE RESTRAINED TO GIVE PRIORITY TO PEDESTRIANS, CYCLISTS, PUBLIC TRANSPORT, EMERGENCY AND SERVICE VEHICLES AND THOSE CARS ESSENTIAL TO ITS FUNCTIONS AND VIABILITY, AND TO ENHANCE ENVIRONMENTAL QUALITY.*
- T4 PARKING PROVISION WILL BE MANAGED TO PROTECT ENVIRONMENTAL QUALITY AND THE VIABILITY OF COMMERCIAL AREAS, ESPECIALLY THE CITY CENTRE.*
- T5 THE NEEDS OF PEDESTRIANS, CYCLISTS AND HORSE RIDERS WILL BE ACKNOWLEDGED CITY-WIDE AS WELL AS IN NEW DEVELOPMENTS AND TRAFFIC MANAGEMENT SCHEMES; NETWORKS OF CYCLE ROUTES AND PUBLIC RIGHTS OF WAY WILL BE DEFINED.*

T6 THE HIGHWAY NETWORK WILL BE IMPROVED IN ACCORDANCE WITH THE COUNCIL'S GENERAL OBJECTIVE OF:

- A. IMPROVING CONDITIONS FOR PUBLIC TRANSPORT, AND*
- B. IMPROVING SAFETY AND CONVENIENCE ON THE PUBLIC HIGHWAY, AND*
- C. PROTECTING AND IMPROVING THE BUILT AND NATURAL ENVIRONMENT, AND*
- D. IMPROVING CONDITIONS FOR PEDESTRIANS, ESPECIALLY FOR THOSE PEOPLE WITH DISABILITIES, CYCLISTS AND HORSERIDERS, AND*
- E. IMPROVING ACCESSIBILITY TO MAIN EMPLOYMENT, RESIDENTIAL AND OTHER AREAS.*

IN THIS CONTEXT THE COUNCIL WILL CONSIDER THE NEED TO INCREASE THE EFFICIENCY OF A HIGHWAY IN ORDER TO MEET SOME OR ALL OF THESE GENERAL OBJECTIVES.

T7 APPROPRIATE TRANSPORT INFRASTRUCTURE WILL BE PROVIDED TO SERVE AREAS OF REGENERATION AND NEW DEVELOPMENT.

How and where the aims and objectives will be achieved

- Through the development of bus priority measures, for example, through the use of traffic lanes restricted to certain vehicle types, bus only lanes and bus gates.
- Through improved public transport infrastructure. There is considerable scope in the City Centre for the development and improvement of bus stations.
- Through the integration of public transport with new development. It is important that all development takes account of public transport, giving greater access to employment opportunities and encouraging more environmentally acceptable travel.
- Through park and ride facilities which will reduce the volume of vehicles entering the City Centre and reduce congestion and delay on the City's major radial routes.
- Through highway improvements which can address a range of problems when integrated into an overall transport package.
- Through parking management which controls the costs and availability of public parking spaces and is a means of influencing transport mode and, for example, providing incentives for car sharing.
- Through development of a network of public rights of way in conjunction with the development of recreational routes and improvements to the existing provision for cyclists, pedestrians and horseriders.
- Through traffic management measures which facilitate and regulate the movement of traffic. In particular, traffic calming measures will be introduced into residential areas where appropriate.

3. DEVELOPMENT

ECONOMIC DEVELOPMENT

INTRODUCTION

3.1 Economic development and employment have a high priority in the UDP. Economic revitalisation requires the economy to diversify into new sectors of employment, securing inward investment, retaining and providing for the expansion of existing businesses, and assisting new business formation.

3.2 Employment in Newcastle will continue to be dominated by the service sector. However, there is a particular need to expand employment in manufacturing and other blue collar sectors to create the broader economic base which can more effectively secure fuller employment and revitalisation.

3.3 Economic development policies and proposals are under three main headings:

1. Land for economic development

Land is allocated to provide a choice of development sites by size, location and quality across a range of industrial and commercial uses which:

- addresses the critical shortage of development sites which frustrates employment retention and creation;
- realises the potential of Newcastle to attract significant inward investment and increase its rate of industrial and commercial development ; and
- takes advantage of the major development opportunities at the Northern Development Area and Newburn Haugh.

2. Development of the City Centre

More high quality office floorspace is required to cater for the continued growth of financial, professional and administrative services in the City Centre. Improving the quality of the City Centre as a location for business will encourage such investment.

Precincts of the Universities, College and Royal Victoria Infirmary will be consolidated in the City Centre and the continuing development of these institutions as national centres of excellence will be encouraged.

3. Retention and regeneration of industry and business areas

Existing industry and business areas which are well located and accessible to areas of high unemployment are a valuable resource where development land is in short supply. The re-use of land and premises contributes to the range and choice of economic development opportunities. To help in this process the physical problems of older industrial areas will be tackled by environmental improvements and providing better access.

3.4 The City Council wishes to ensure that the people of Newcastle benefit from new economic development. It will seek to achieve this by:

- ensuring employment opportunities are easily accessible by public transport;
- encouraging the provision of training opportunities for local people; and
- making new offices and factories accessible to people with disabilities.

3.5 The City Council also aims to ensure that economic development proposals are consistent with the Plan's policies for the protection of the environment and residential amenity and that wherever possible, opportunities to enhance the environment through economic development will be taken.

LAND FOR ECONOMIC DEVELOPMENT

ED1 SUFFICIENT LAND WILL BE PROVIDED TO ALLOW A RANGE AND CHOICE OF SITES AND OPPORTUNITIES BY SIZE, LOCATION AND QUALITY WHICH CAN SECURE ECONOMIC AND EMPLOYMENT GROWTH FOR THE BENEFIT OF THE CITY AND THE REGION.

3.6 The provision of land for economic development will be achieved by its allocation in this Plan and the reuse of existing sites as they become available over the Plan period. It is intended that land allocated for economic development will provide a range of opportunities relevant to the needs of local, regional, national and international businesses.

3.7 A balanced allocation of sites, therefore, should consist of the following categories:

1. premium high quality greenfield sites at the edge of the City with excellent communications, for high technology industry and major office relocations;
2. high quality sites within the urban area close to the Strategic Highway Network for B1 business development;
3. high quality sites within the urban area close to the Strategic Highway Network for a range of industrial development;
4. good quality urban sites; and
5. other urban sites likely to be of interest to small local firms.

3.8 Allocations in the Plan have taken account of the quality of each site and its location in the context of the general availability and quality of economic development land in Tyne and Wear and South Northumberland.

3.9 In addition it is necessary to provide land at Newcastle International Airport for its expansion and for businesses providing support and ancillary services.

ED1.1 LAND IS ALLOCATED FOR THE FOLLOWING ECONOMIC DEVELOPMENT USES IN ACCORDANCE WITH POLICY ED1.

A OFFICES, HIGH TECHNOLOGY INDUSTRY AND RESEARCH AND DEVELOPMENT (CLASS B1 OF THE USE CLASSES ORDER) 1987, AND APPROPRIATE HIGH QUALITY, HIGH TECHNOLOGY USES WITH CLEAN INDUSTRIAL PROCESSES WITHIN CLASS B2)

SITE	AREA	CATEGORY
1. NORTHERN DEVELOPMENT AREA	80.0	1
B BUSINESS (CLASS B1 OF THE USE CLASSES ORDER)		
2. COLLINGWOOD CLINIC	5.4	2
3. ST. SILAS, SHIELDS ROAD	1.0	4
C BUSINESS AND GENERAL INDUSTRY (CLASSES B1, B2 AND B8 OF THE USE CLASSES ORDER)		
4. NEWBURN HAUGH	75.0	3
5. WALKER RIVERSIDE INDUSTRIAL ESTATE	7.9	4
6. SANDHILLS	2.7	4
7. HEATON JUNCTION	5.2	4
8. FOWBERRY ROAD, SCOTSWOOD	0.5	5
D AIRPORT RELATED USES		
9. NEWCASTLE INTERNATIONAL AIRPORT	203.0	N/A
E ESSENTIAL SERVICES FOR TRUNK ROAD USERS		
10. NORTH BRUNTON	2.0	N/A

1. Northern Development Area

3.10 This is the best economic development location in the Region. It is unique in its combination of scale, proximity to the A1 and Newcastle International Airport, easy access to Newcastle City Centre and environmental quality. There is great potential to provide economic development of national and international significance. Development will consist of high quality buildings in a low density and attractive environment.

ED1.2 ON LAND ALLOCATED FOR ECONOMIC DEVELOPMENT WITHIN THE NORTHERN DEVELOPMENT AREA (POLICY ED1.1, SITE 1,) PLANNING PERMISSION WILL ONLY BE GRANTED FOR EITHER:

- A. A SINGLE DEVELOPMENT OF STRATEGIC SIZE AND SIGNIFICANCE; OR**
- B. NO MORE THAN THREE DEVELOPMENTS OF STRATEGIC SIZE AND SIGNIFICANCE, AND IN ANY EVENT SUCH DEVELOPMENT SHALL BE OF NO LESS THAN 15HA.**

3.11 Policy ED1.1 sets out the type of use for which the City Council will grant planning permission on the Northern Development Area (NDA) economic development site. This policy confirms that the Council sees the NDA as the flagship in its attempts to attract inward investment and should be clearly differentiated from other economic development sites within Newcastle.

3.12 The policy does not restrict development solely to inward investment, it is possible that the NDA could offer local companies the opportunity to expand. The key test should be whether the development will secure new employment which would otherwise be lost to Newcastle, and the wider region. The Council will include a test of this sort in negotiations on the Master Plan and the Section 106 Agreement which will accompany the initial grant of planning permission for the whole NDA.

3.13 The policy sets out a minimum size for an individual development within the overall allocation of 80ha. The Council believes that this is necessary in order to ensure that piecemeal development does not take place.

2. Collingwood Clinic

3.14 This site has an alternative allocation for housing. For economic development it is considered suitable for prestigious development within Class B1 of the Use Classes Order. Hotel or leisure related development may also be suitable.

3. St. Silas, Shields Road

3.15 This is a key site for the improvement of the Shields Road Centre. The site is capable of accommodating a range of uses including retail, offices, leisure and light industry.

4. Newburn Haugh

3.16 The Newburn Haugh site will comprise greenfield and cleared industrial land. It is a unique development opportunity due to its size, its location close to the A1 and areas of high unemployment, its riverside setting, UDP proposals in respect of nature conservation and industrial archaeology, and recreational potential. It is also essential that development be co-ordinated with that on the closely related site at Stella South. This will involve close liaison with Gateshead MBC. Accordingly Newburn Haugh is designated an Action Area for comprehensive treatment (see Policy IM2).

ED1.3 DEVELOPMENT AT NEWBURN HAUGH FOR USES OTHER THAN THOSE PROPOSED IN THIS PLAN MAY BE ALLOWED PROVIDED SUCH USES ARE ANCILLARY AND PART OF A COMPREHENSIVE SCHEME WHICH HAS THE PRIMARY AIM OF LARGE SCALE EMPLOYMENT CREATION IN BUSINESS OR GENERAL INDUSTRY. DEVELOPMENT AT NEWBURN HAUGH WHICH WOULD PREJUDICE COMPREHENSIVE DEVELOPMENT WILL NOT BE ALLOWED.

3.17 The scale and complexity of the area, together with the transport implications, require the preparation of a Master Plan. This will be prepared as Supplementary Planning Guidance. It will involve public agencies, the private sector and local communities and will promote, co-ordinate and guide the development proposed in the UDP. It is important, therefore, that premature or piecemeal proposals which would frustrate the comprehensive and successful development of a high quality scheme on this land are not permitted.

3.18 Newburn Haugh requires major reclamation and improved infrastructure, particularly access. This represents a significant investment to make the land available for business and industry and other UDP proposals. It is proposed, therefore, to allow some flexibility for the introduction of ancillary uses where this is necessary to secure the essential business and industrial development.

5. Walker Riverside Industrial Park

3.19 This allocation represents the last remaining site in the redevelopment of the Walker Shipyard and is suitable for a wide range of business and industrial uses.

6. Sandhills

3.20 This site is suitable for a wide range of business and industrial uses, and is included in the Newburn Haugh Action Area.

7. Heaton Junction

3.21 This site is now largely redundant railway sidings and is an excellent opportunity for job creation. It is proposed that the primary use will be business and general industry. However, the northern edge of the site may be more appropriately developed for housing. A development brief will be prepared in consultation with public agencies, the private sector and the local community.

8. Fowberry Road, Scotswood

3.22 This prominent and accessible site is suitable for small scale industrial or commercial development.

9. Newcastle International Airport

3.23 A total of 203 hectares of land is allocated for airport related development of which 52.0 hectares is available for new development.

ED1.4 ON LAND ALLOCATED ON THE PROPOSALS MAP FOR AIRPORT RELATED DEVELOPMENT, PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT WHICH IS REQUIRED FOR THE CONTINUED EXPANSION BY NEWCASTLE INTERNATIONAL AIRPORT UP TO AND BEYOND 2006, HAVING REGARD TO THE AIRPORT MASTER PLAN, AND PROVIDED THAT:

- A. IT IS DIRECTLY RELATED TO THE OPERATION OR FUNCTION OF THE AIRPORT, AND**
- B. IT WOULD NOT CAUSE DEMONSTRABLE HARM TO INTERESTS OF ACKNOWLEDGED IMPORTANCE, INCLUDING RESIDENTIAL AMENITY.**

3.24 Such development may include:

1. Aircraft apron
2. Aircraft maintenance
3. Airline sales, reservations & booking offices
4. Airline training centres
5. Aviation and vehicle fuel storage facilities
6. Avionics maintenance and supply
7. Car hire operations and parking
8. Flight packaging : provision and supply units
9. Hotel
10. Preparation and storage facilities for in-flight catering and at the Airport terminal
11. Internal highways and infrastructure
12. Short stay/visitor/service related car parking
13. Offices for ancillary and supporting functions
14. Passenger terminal
15. Service vehicle maintenance and valeting operations
16. Warehousing and offices for air freight forwarders and agents.

3.25 The continued growth and expansion of the Airport, including the growth and development of its air services for passengers and freight, can assist in the revitalisation and regeneration of the local economy. The Council recognise the importance of the direct and indirect benefit of a thriving regional airport to the local and regional economy.

3.26 The UDP allocates land for the expansion of the Airport during the Plan period for Airport related development as defined in Policy ED1.4. The passenger and freight forecasts suggest that the Airport will continue to expand both in terms of its passenger and freight services and that more land may be required to accommodate that growth after 2006. It is not possible, on the basis of information currently available, to identify the amount of land which might be reasonably required to accommodate any future growth.

3.27 The appropriate time for identifying any further land will be at the first review of the UDP in the context of Regional Planning Guidance for the North East. This review will take into account the rate of development of the land which is allocated for Airport related uses and the implementation of the Master Plan for the Airport.

3.28 At that time it will be necessary to assess carefully the likely impact of any proposals for expansion upon the local environment and the amenity of any residential properties which may be affected. The Council will need to come to a balanced view in weighing the importance of supporting the Regional Airport against its possible impact, having regard to appropriate and necessary measures which would have to be taken to mitigate any such impact.

10. North Brunton

3.29 The City Council believe additional services are required immediately to the north of Newcastle to cater for the needs of travellers. The proposed site at North Brunton is ideally located next to a major junction on the A1. The potential of the site is, however, limited because of its small size as the Council does not consider that the expansion of the site northwards across the existing lane would be environmentally acceptable. The range of service uses which could be provided is therefore limited and the key facilities of parking, fuel, toilets, refreshments and picnic areas are likely to be the only acceptable uses.

DEVELOPMENT OF THE CITY CENTRE

ED2 THE CITY CENTRE'S ROLE AS THE REGION'S COMMERCIAL AND ADMINISTRATIVE CAPITAL WILL BE SAFEGUARDED AND STRENGTHENED.

3.30 The City Centre is the prime office location in the North East, with a wide range of financial, professional and administrative services. It is the centre for regional administration and local government. Business and employment is expected to continue to grow over the Plan period and more higher quality office floorspace is required. Office development opportunities should include a range of sites and continued refurbishment in the historic core.

3.31 The inherent quality and character of its buildings and townscape makes Newcastle a distinctive and attractive location for offices. This advantage will be developed over the Plan period through environmental enhancement schemes and, in particular, improving the pedestrian environment.

3.32 Easy access for workers and clients and the availability of business car parking are also important. The Plan has proposals for traffic management and the provision and control of car parking which aim to support business activity in the City Centre.

ED2.1 PLANNING PERMISSION WILL BE GRANTED FOR THE REFURBISHMENT OF UNDERUSED HISTORIC BUILDINGS AND, WHERE APPROPRIATE, FOR A LIMITED AMOUNT OF REDEVELOPMENT AT THE FOLLOWING LOCATIONS PROVIDED THAT ANY PROPOSED SCHEME IS APPROPRIATE TO THE PARTICULAR SITE HAVING REGARD TO THE POLICIES OF THE PLAN, PARTICULARLY CONCERNING LISTED BUILDINGS AND CONSERVATION AREAS, AND ANY OTHER MATERIAL CONSIDERATIONS.

1. Binns Block (Market Street, Grainger Street, Bigg Market, High Bridge)
2. Clayton Street
3. Hanover Street/Close/Sandhill/Side
4. Cross Street/Fenkle Street/Clayton Street/Westgate Road
5. Cloth Market/White Hart Yard and adjacent yards
6. Groat Market/Wilsons Court and adjacent yards
7. Exchange Buildings
8. Framlington Place/Claremont Road
9. Grainger Market and surrounding buildings
10. Leazes Park Road
11. Low Friar Street/Dispensary Lane
12. Nun Street/Grainger Street/Newgate Street/Clayton Street
13. Pilgrim Street/Worswick Street
14. Pudding Chare/St. Johns Street/Grainger Street
15. St. Andrew's Street
16. Westgate Hill
17. Westgate Road/Grainger Street/Neville Street/Forth Lane

3.33 Newcastle City Centre is a historic area of national importance, which can attract business and investment. This has been demonstrated in Grey Street which is the prime office location of the Region. There are a number of areas, however, which are run down and where historic buildings contain floorspace which has been vacant for considerable periods. Through the Grainger Town Regeneration Strategy and similar studies undertaken in conjunction and consultation with property owners, occupiers and developers the City Council will identify historic buildings and areas with the potential for refurbishment, and provide detailed planning guidance to help secure it.

3.34 Economically beneficial refurbishment of buildings or building groups in certain circumstances can be secured by selective redevelopment by complementary infill buildings. In identifying opportunities and considering proposals the City Council will have regard to its policies for listed buildings and conservation areas. The above list of sites is not exclusive and other sites which are brought forward over the Plan period will be considered on their merits.

ED2.2 LAND IN THE CITY CENTRE IS ALLOCATED FOR MIXED USE DEVELOPMENT (CLASSES B1, C1, C3 AND D2 OF THE USE CLASSES ORDER AND CLASSES A1, A2 AND A3 OF THE USE CLASSES ORDER WHERE THESE ARE ANCILLARY TO THE AFOREMENTIONED CLASSES) AND, WHERE APPROPRIATE, OPEN SPACE AT:

Site	Area	(ha)
1.	North Blandford Square	0.64
2.	South Blandford Square	0.85
3.	East Blenheim Street	0.95
4.	North of the Close	0.25
5.	Durant Road/John Dobson Street	0.22
6.	Former Cannon Cinema Site	0.25
7.	East Stowell Street	0.41
8.	Gallowgate	0.43
9.	Gallowgate Coach Station/Bath Lane Car Park	1.30
10.	Orchard Street	1.06
11.	Percy Street	0.51
12.	St. James Metro Station	1.10
13.	West of Central Station	3.65

3.35 The City Council will prepare development briefs for each of the mixed use sites. These will establish an acceptable balance of the range of uses and where appropriate the Council may seek to enter into planning obligations with developers regarding the use or development of the land concerned or of other land or buildings.

3.36 Outside the main retail, commercial, educational and hospital areas of the City Centre are areas where no one form of land use predominates. In these mixed use areas considerable interest can be provided by the variety of activities, including open space, and their proper development can greatly enhance the City Centre's provision of commercial, residential and leisure uses. This mixed use concept predominates in Theatre Village and Chinatown, West of Central Station, the Quayside, Manors/Melbourne Street and Leazes/Gallowgate.

3.37 Most of the above sites have potential for new office development. The successful development of these sites will make an important contribution to the continued growth of Newcastle as the regional office centre. It is also anticipated that the following sites with planning permission will be developed over the plan period:

1. The Close
2. Gallowgate/Strawberry Place
3. General Post Office
4. Market Lane
5. Quayside
6. St. Nicholas Buildings

ED2.3 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF HIGHER AND FURTHER EDUCATION FACILITIES AT THE FOLLOWING PRECINCTS PROVIDED THAT ANY PROPOSED SCHEME IS APPROPRIATE HAVING REGARD TO THE POLICIES OF THE PLAN AND ANY OTHER MATERIAL CONSIDERATIONS

1. University of Newcastle
2. University of Northumbria
 - a. City Centre Campus
 - b. Coach Lane Campus
3. Newcastle College

3.38 These Institutions are well established and will continue to develop over the Plan period. The important contribution which they make to the City's economy is recognised. New facilities will be required to attract and accommodate increasing numbers of students. Precincts are identified on the City Centre Inset Map, and within these areas new development, redevelopment and refurbishment will be encouraged as appropriate. Continuing development of the role of these Institutions may require expansion beyond their current boundaries. Favourable consideration will be given to such expansion, subject to compliance with other policies of the Plan, particularly environmental and parking policies, and in the light of any other material considerations. The University of Northumbria at Newcastle is considering expanding its Coach Lane Campus within the Little Benton Action Area.

3.39 Newcastle University is currently expanding student numbers and further development will consolidate the existing campus. (This includes the major extension to the library). Whilst the scope for additional development is limited, a number of sites have been identified. Increased development may, however, exacerbate an existing parking problem which must be taken into account in considering any further proposals.

ED2.4 THE ROYAL VICTORIA INFIRMARY WILL CONTINUE TO BE DEVELOPED WITHIN ITS PRECINCT.

3.40 The development of the RVI will continue over the Plan period. New medical facilities and multi-storey car parking space will be developed within the existing precinct.

RETENTION AND REGENERATION OF INDUSTRY AND BUSINESS AREAS

ED3 LAND AND PREMISES ALLOCATED FOR INDUSTRIAL AND BUSINESS USE WILL BE SAFEGUARDED FOR PRIMARILY CLASSES B1 (LIGHT INDUSTRY, OFFICES AND RESEARCH AND DEVELOPMENT), B2 (GENERAL INDUSTRY), AND B8 (STORAGE AND DISTRIBUTION), OF THE USE CLASSES ORDER 1987; DEVELOPMENT FOR OTHER USES WILL NOT BE ALLOWED.

3.41 Reuse of industrial and commercial land and buildings contributes to the range and choice of sites for economic development. Sites allocated under this policy are particularly suitable for general industry or business by reason of their size, location and quality. Emphasis is on retaining sites in or near areas of high unemployment, and close to the Strategic Highway Network.

3.42 Other uses such as housing or retailing are provided for elsewhere, and will not normally be allowed on good quality industrial land. However, there may be circumstances where comprehensive redevelopment schemes rely on a package of mixed uses including retailing and housing. Such schemes may be considered appropriate where the primary aim is employment creation through industry or business, and other uses are ancillary and small in scale.

ED3.1 IN THE FOLLOWING AREAS ALLOCATED FOR INDUSTRIAL AND BUSINESS USE, DEVELOPMENT WILL BE RESTRICTED TO CLASSES B2, B1 AND B8 OF THE USE CLASSES ORDER 1987. THIS RESTRICTION DOES NOT APPLY TO DEVELOPMENT OF AN EXISTING USE WHICH IS NOT B1, B2 OR B8 AND WHICH DOES NOT INVOLVE A CHANGE OF USE:

1. Airport Industrial Estate
2. Albion Row Industrial Estate
3. Armstrong Industrial Estate
4. Bells Close Industrial Estate
5. Bakery, Ponteland Road
6. Blucher industrial area
7. Brough Parkway Industrial Estate
8. Brunswick Industrial Estate
9. Condercum Road
10. Fawdon industrial area
11. George Street/Blandford Street
12. Gosforth Industrial Estate
13. Haddricks Mill Road
14. Hoult's Yard
15. Industry Road
16. Mill Lane Industrial Estate/Lynwood Development Centre
17. New Bridge Street
18. Newburn Haugh Industrial Estate
19. Newburn Industrial Estate
20. Newburn High Street/Walbottle Road
21. Newcastle Brewery
22. Noble Street Industrial Estate
23. Pooley Road/Slatyford Lane
24. Premier Development Centre, Whitehouse Road
25. Prospect/Tynos Works
26. Rainbow Workshop
27. Riverside East
28. Scotswood Road Industrial Estate
29. Scotswood Road West
30. Shieldfield Industrial Estate
31. Shields Road West
32. Shields Road/Fossway
33. Throckley Industrial Estate
34. Walker Riverside Industrial Park
35. Walker Riverside
36. Warwick Street
37. Westerhope Industrial Estate
38. Whitehouse Road
39. Whickham View
40. Former Colliery Buildings Havannah (see Policy GB 2.4)
41. Prestwick Industrial Estate

3.43 Serviced and available sites within industrial areas with planning permission for industrial development are subject to this policy. In including Riverside East under this policy the City Council has had regard to the former Tyne and Wear Development Corporation's policies and proposals, including the potential for the redevelopment for housing at the western end of Riverside East. In the case of specific sites in this area where the topography or configuration is unsuitable for redevelopment for industrial purposes, residential development will be considered as a potentially suitable alternative.

3.44 The purpose of this Policy is to control the future use of land should an existing use cease and the site become available for development. Therefore the Policy does not apply to the development, improvement or extension of existing uses operating in the above areas which fall outside Classes B1, B2 or B8 of the Use Classes Order, providing that no change of use is involved.

ED3.2 IN THE FOLLOWING AREAS ALLOCATED FOR BUSINESS USE, DEVELOPMENT WILL BE RESTRICTED TO CLASS B1 (LIGHT INDUSTRY, OFFICES AND RESEARCH AND DEVELOPMENT) OF THE USE CLASS ORDER. THIS RESTRICTION DOES NOT APPLY TO DEVELOPMENT OF AN EXISTING USE WHICH IS NOT B1, B2 OR B8 WHICH DOES NOT INVOLVE A CHANGE OF USE.

1. Barrack Road
2. Central Business Park
3. Denmark Street/Heaton Road
4. Kenton Bar
5. Longbenton DSS
6. Millers Hill, Shields Road
7. Newcastle Business Park
8. Portland Road
9. Regent Centre
10. South Jesmond (Portland Terrace)
11. St. Nicholas Hospital

3.45 The purpose of this Policy is to control the future use of land should an existing use cease and the site become available for development. Therefore the Policy does not apply to the development, improvement or extension of existing uses in the above areas which fall outside Class B1 of the Use Classes Order, providing that no change of use is involved.

ED4 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT WHICH ASSISTS THE REGENERATION OF OLDER INDUSTRIAL AREAS PROVIDED THAT ANY PROPOSED SCHEME IS APPROPRIATE HAVING REGARD TO THE POLICIES OF THE PLAN AND ANY OTHER MATERIAL CONSIDERATIONS.

3.46 Some existing industrial areas urgently need economic and physical revitalisation to maintain existing levels of activity and encourage investment and self employment. These are mainly in the inner areas where traditional manufacturing has declined, but also in other older industrial areas such as Newburn and Lemington. This policy particular aims to encourage:

- a) the improvement of access, roads, drainage and other public utilities;
- b) environmental improvements; and
- c) the improvement of energy efficiency and security.

In addition, where appropriate the Council will also provide assistance to redevelop, relocate, refurbish or redesign outdated premises.

ED4.1 THE FOLLOWING AREAS ARE IDENTIFIED FOR INDUSTRIAL AND COMMERCIAL IMPROVEMENT IN ACCORDANCE WITH POLICY ED4:

1. Blucher industrial area
2. Condercum Road
3. Elswick Riverside
4. Hoult's Yard
5. New Bridge Street
6. Ouseburn
7. Riverside East
8. Riverside West
9. Shields Road West
10. Walker Riverside

TRAINING FOR EMPLOYMENT

ED5 THE COUNCIL MAY SEEK TO ENTER INTO PLANNING OBLIGATIONS WITH DEVELOPERS FOR A CONTRIBUTION TOWARDS MEETING THE COST OF ANY TRAINING WHICH IS RELATED TO THE DEVELOPMENT TO BE PERMITTED AND NECESSARY TO THE GRANT OF PERMISSION.

3.47 The location of training facilities should reflect the purpose of the training and the local needs. The Council will identify and reserve sites and premises easily accessible to areas of high unemployment. Training for the long term unemployed, and covering confidence raising, job search, literacy, and numeracy skills, would be appropriately delivered from easily accessible community bases. Training for particular industrial skills would be more appropriately provided on site.

3.48 Community based and on site training should complement one another. Some users would be ready for training on site straight away; others would first require time in a community based facility. The importance of good public transport links between areas of high unemployment and industrial development areas is crucial and is an important objective of the Plan.

3.49 Developer contributions to training can be either provided within the proposed development, or through a relevant citywide programme. The City's Training Strategy will provide the overall context.

TELECOMMUNICATIONS DEVELOPMENT

ED6 PLANNING PERMISSION FOR TELECOMMUNICATIONS DEVELOPMENT WILL BE GRANTED WHERE:

- A. THERE ARE NO SATISFACTORY ALTERNATIVE SITES FOR TELECOMMUNICATIONS AVAILABLE; AND**
- B. THERE IS NO REASONABLE POSSIBILITY OF SHARING EXISTING TELECOMMUNICATIONS FACILITIES; AND**
- C. THERE IS NO REASONABLE POSSIBILITY OF ERECTING ANTENNAS ON AN EXISTING BUILDING OR OTHER STRUCTURE.**

AND DEVELOPMENT SHOULD BE SITED AND DESIGNED SO AS TO MINIMISE ITS VISUAL IMPACT, SUBJECT TO TECHNICAL AND OPERATIONAL CONSIDERATIONS.

3.50 PPG8 outlines the government's general commitment to facilitate the growth of new and existing facilities, and the Council recognises that telecommunications has a vital role to play in the modern economy. The purpose of this policy is to set the criteria against which telecommunications proposals will be considered; particular sites are not allocated. This policy will allow for the balanced consideration of individual proposals against often conflicting objectives.

POPULATION AND HOUSING

INTRODUCTION

3.51 The City Council's aim is that the Plan should make a substantial contribution towards stabilising the City's population over the Plan period by achieving a balance between in and out migration. Proposals for economic development and improving the environment will contribute towards this aim. However, it is crucial that sufficient land is made available to meet increased housing need.

Housing requirements

3.52 In the region of 10,000 new dwellings will be required to accommodate a stabilised population with allowance for a modest level of clearance. It is estimated that at the beginning of the Plan period (1st January 1988) the built up area could accommodate approximately 8,257 new dwellings without damaging the environment or compromising the Plan's policies concerning open space and economic development. The Plan proposes that the shortfall of dwellings should be met by allocating new sites for development at the edge of the built up area on land formerly in the Green Belt. These new allocations will also make it possible to provide a wider range and choice of housing than is possible within the built up area.

3.53 In the period 1st January 1988 to 31st December 1992 some 2,600 new dwellings were constructed in the City. In the same period 600 dwellings were lost through clearance, so that during the first 5 years of the Plan a net total of 2,000 dwellings have been added to the City's housing stock.

3.54 Account has been taken of the housing links that exist between the City and North Tyneside. Newcastle has a long standing net migration loss to North Tyneside and certain other neighbouring areas. This is expected to continue, but on a reduced level.

3.55 In considering the need for and supply of housing sites, housing clearance has been taken into account. The Plan assumes that 100 dwellings per annum will be cleared through removal of the worst stock and estate remodelling. No allowance has been made for any extensive clearance of pre 1914 housing, much of which was improved in the 1970's with a notional 30 year life-span in view. This situation will be kept under review over the Plan period. Most of the clearance undertaken during the early part of the Plan period has helped to reduce residential densities and has created only limited redevelopment potential. Future clearance, therefore, cannot be relied upon to provide significant sites for housing development.

3.56 Housing need during the UDP period is constantly influenced by household formation, housing clearance and migration. The supply of new dwellings is influenced by density of development, use of sites for institutional accommodation and the availability of windfall sites yet to be identified. All these variables will continue to be monitored through the Plan period.

Special needs

3.57 The City Council is particularly concerned to encourage the development of housing appropriate to the needs of people on low incomes and with mobility problems. The City's student population is expected to grow considerably during the next decade, generating new demands on existing and potential development sites.

Housing improvement and protection of amenity

3.58 The City Council will continue to give priority to the maintenance and improvement of the existing stock. Where appropriate complementary environmental improvement programmes will also be undertaken.

3.59 Policies to protect and enhance the amenity and character of the City's existing residential areas are essential to avoid damage through town cramming. These policies will safeguard open space and gardens, particularly in the more mature suburbs and in neighbourhoods deficient in open space. High standards of housing design will also be required, with sensitivity to the character of the setting.

LAND FOR HOUSING

H1 *LAND IS ALLOCATED TO ALLOW DEVELOPMENT IN THE REGION OF 10,000 DWELLINGS TO PROVIDE THE NUMBER, RANGE AND CHOICE OF DWELLINGS DURING THE PLAN PERIOD 1988 TO 2006 TO MAKE A SUBSTANTIAL CONTRIBUTION TOWARDS THE AIM OF POPULATION STABILISATION.*

3.60 Regional Planning Guidance (RPG1) was issued in June 1989 and set out the expected dwelling requirements for the period up to 2001. The estimate for Newcastle has since been updated in the light of more recent information, revised population and household projections, and to provide for the longer UDP period, up to 2006. Land is allocated for housing development to contribute substantially towards the projected housing need of a stabilised population. The number of dwellings required is the shortfall between future needs and the existing supply of housing less clearance. The number of households will continue to increase requiring in excess of 10,000 new dwellings over the Plan period (1988 - 2006). Clearance of just over 100 dwellings per annum and a fall in the housing stock vacancy rate to 4% (5.6% in the 1991 Census) are assumed. A further requirement difficult to quantify, will arise as the City's further and higher educational institutions expand. Housing requirements are detailed in Table H1 - 3 below.

Housing requirements 1988-2006 = 10,000

Table H1 : Housing Land Supply 1988-2006

Category of housing sites	No. of dwellings
A Sites with planning status at 1/1/88	2,311
B Potential sites at 1/1/88	2,478
C Windfall sites gaining planning status between 1/1/88 and 1/1/96	1,853
D Other sites	240
E Windfall sites at 125 p.a. over the 11 year period 1996-2006 Inc.	1,375
Total sites within the Urban area	8,257
F Northern Development Area	2,500
Total Dwellings	10,757

Table H2 : Housing requirements 1988-2006

Assumptions	
Institutional Population (1994 figure) Headship rates 1991	10,800
Clearance	2,200
Population Change	
1988	280,800
1991	278,200
2006	282,700
Change	+1,900
Housing Requirements	
a. Number of households in 1988	113,500
b. Projected number of households up to 2006	+11,600
c. Total households 2006 (a+b)	125,100
d. Number of dwellings in 1988	118,000
e. Clearance of existing dwellings	2,200
f. Available dwellings from existing stock (d-e)	115,800
g. Additional dwellings required 1988 - 2006 (c-f)	9,300
h. Allowance for vacancies (4% of 125,100)	5,004
i. Total dwelling requirement (g+h)	14,304

Table H3 : Housing requirements and housing land supply 1988-2006

Housing land supply		Housing requirements	
	Dwellings		Dwellings
Sites within the Urban Area	8,257	Dwellings required to meet the "nil net migration" projection	14,304
Northern Development Area	2,500		
Total new dwellings in the City	10,757		
Shortfall of housing sites in relation to housing requirements:		3,547 dwellings	

3.61 At the beginning of the Plan period the built up area had the capacity to accommodate approximately 8,257 new dwellings. A further 2,500 sites are allocated by the Plan at the edge of the built up area following the alteration of the Green Belt boundary.

3.62 The City Council is concerned to ensure there is an adequate and varied provision of housing land to satisfy need and demand in accordance with government advice and Strategic Guidance. The overall provision of housing land proposed in the Plan allows a degree of flexibility to cater for this. Land allocated for development in greenfield locations will need to be brought forward in an orderly, phased manner. This is essential to ensure that infrastructure and community facilities are provided in a logical sequence in step with new housing provision, and to minimise piecemeal development with its adverse environmental impacts. To ensure that an adequate supply of private house building land is maintained in accordance with national planning guidance, the City Council will monitor the take up of allocated housing sites and the emergence of new windfall sites. The City Council will also prepare an annual housing land availability statement which will:

- specify the numbers of new dwellings and development opportunities required to maintain a five year supply of land for house building;
- identify sufficient sites, in a number of locations, capable of offering a variety of dwelling types and quality, to meet a range of needs and demands; and
- take account of the release of sites in the Northern Development Area to ensure a satisfactory relationship is maintained between land supply, demands and needs.

H1.1 THE FOLLOWING SITES ARE ALLOCATED FOR NEW HOUSING DEVELOPMENT

Site	Area (ha)	Expected Capacity
1. Northern Development Area Site 1, north of Brunton Park	3.3	100
2. Northern Development Area Site 2, west of Brunton Park	16.7	500
3. Northern Development Area Site 3, north of Kingston Park Road	13.3	400
4. Northern Development Area Site 4, north of Ouseburn, south of Brunton Lane	50.0	1500
5. Little Benton (part of), Former Wills Factory,	3.9	100
6. Collingwood Clinic, St. Nicholas Hospital, Sites F/G	5.4	180
7. Carsdale Road, North Kenton	1.3	40
8. Lemington Hospital	1.0	30
9. Burnham Avenue, Lemington	1.0	30
10. Philipson Street, south of	0.6	20
11. Lamb Street, Walker	0.6	20
12. Elswick Road/Bristol Terrace	0.5	40
13. Yatesbury Ave, Blakelaw	0.6	30
14. Rye Hill, Elswick	1.0	30
15. Warkworth St., Lemington	0.5	15
16. Benfield Road	2.4	32

3.63 The above schedule represents the larger sites (0.4ha+) allocated for housing development which are shown on the Proposals Map. Sites with planning permission are not allocated but are included within the overall assessment of the City's capacity for new housing. The suitability of sites for affordable and/or accessible housing will be assessed in accordance with Policy H1.3 and H1.4.

3.64 Site areas and capacities at the Northern Development Area are based on a nominal density of 30 dwellings per hectare. This density and the precise areas and boundaries of the residential areas will be examined in more detail and determined in the master plans to be prepared for them and at the planning application(s) stage

3.65 In addition to these sites, the urban area contains numerous small sites (less than 0.4ha) with potential for housing development. The supply of housing land is taken into account in the assessment of the capacity of the built-up area to accommodate 8,257 dwellings over the Plan period. If additional sites become available during the Plan period, they will be considered in the context of Policy H1.

H1.2 HOUSING DEVELOPMENT WITHIN THE NORTHERN DEVELOPMENT AREA (SITES 1 - 4 IN POLICY H1.1) WILL ONLY BE PERMITTED AS A SERIES OF DEFINED PHASES. THE RELEASE OF EACH DEFINED PHASE FOR HOUSING DEVELOPMENT THROUGH THE GRANTING OF PLANNING PERMISSION WILL BE SUBJECT TO THE FOLLOWING:

- A. An Annual Review of progress being made in housing development and land availability within the City;
- B. The need within the existing inner area to achieve substantial progress in the development of available housing sites on brownfield land;
- C. National planning policy guidance;
- D. City Council objectives and policy concerning social and economic regeneration, including the need to ensure an adequate supply of social, affordable and accessible housing;
- E. The designation of the Northern Development Area as an Action Area under Policy IM2;
- F. The extent to which infrastructure to be provided or supported by the defined phase of housing would help development of the business and industry allocation within the Northern Development Area.

3.66 The overall size of the housing allocation in the NDA is such that its uncontrolled release could have a destabilising effect on the housing market in Newcastle and more particularly within the inner areas of the City. This policy ensures that the City Council has a clear basis on which to make decisions as detailed submissions come forward, should it be necessary to consider delaying the release of land.

3.67 A detailed strategy is required to guide the development of the NDA. This will take the form of a Master plan which will cover matters such as development phasing and the provision of infrastructure. The Master Plan and an accompanying Section 106 legal agreement will accompany the initial grant of planning permission for the NDA as a whole.

Affordable housing

H1.3 WHERE APPROPRIATE, THE COUNCIL MAY SEEK TO ENTER INTO PLANNING OBLIGATIONS WITH A DEVELOPER FOR A SUITABLE PROVISION OF AFFORDABLE DWELLINGS IN NEW DEVELOPMENTS FOR PEOPLE ON LOWER INCOMES

3.68 The need for affordable housing arises from a number of groups including the elderly, the unemployed, people on low incomes generally, young people and one parent families. Larger extended families, notably among ethnic minorities, find that access to larger housing is restricted due to the prohibitive costs of general market dwellings. Need for affordable housing is demonstrated in the City Council's Annual Housing Investment Programme submission. The Council works closely with housing associations and in other partnership arrangements with organisations including housing co-operatives and self build/repair groups, to ensure the provision of housing to meet identified need on their own land and on land in private ownership. The Council intends to make land in its ownership available for affordable housing. Where there is a lack of affordable housing the Council will seek to negotiate with developers to include such accommodation in proposed schemes, subject to demonstrable local needs. In such cases it may attach planning conditions and/or seek to enter into planning obligations with developers to secure the provision and continued availability of affordable housing

3.69 In accordance with PPG3, the Council will where necessary carry out and/or expect to be carried out a local housing survey to identify local needs in areas where significant housing developments are proposed. For large scale proposals where master plans are to be produced, a survey of housing needs should be carried out sufficiently in advance to help determine an agreed housing mix for the areas concerned.

3.70 Affordable housing includes both low-cost market and subsidised housing; as a guideline, new housing will be considered as affordable if:

- based on prevailing local average income, the costs of rented housing are no more than 30% of the households's disposable income

- the property would be available for a maximum purchase price requiring a mortgage not exceeding 2.75 x the prevailing local average income, or twice the average joint income as a maximum ($\pm 5\%$),

Where appropriate the Council will set indicative targets (expressed either as numbers of homes or a percentage of the homes on the site) concerning affordable housing

3.71 The City Council will monitor income levels, house prices and rents in order to provide guidance as to suitable prices for housing schemes. It is important to ensure in agreed schemes, that the benefits of low cost housing are enjoyed by successive as well as initial occupiers. In relation to housing for rent or shared ownership, the involvement of housing associations, or similar bodies, who would maintain an interest in properties developed, would help to secure the ongoing benefits of affordable housing.

Accessible housing

H1.4 WITHIN NEW DEVELOPMENTS PROVISION OF DWELLINGS SPECIFICALLY DESIGNED FOR PEOPLE WITH DISABILITIES OR TO MOBILITY STANDARDS, WILL BE SOUGHT SUBJECT TO SITE SUITABILITY AND IDENTIFIED LOCAL NEEDS. THE CITY COUNCIL WILL SEEK TO NEGOTIATE WITH DEVELOPERS FOR THE INCLUSION OF AN ELEMENT OF HOUSING ACCESSIBLE TO PEOPLE WITH DISABILITIES, ON SUITABLE SITES

3.72 This policy reflects existing shortages of accommodation for people with disabilities particularly within the private sector. Choice and location of sites will be of prime concern to the City Council. Normally suitable sites will be those on level ground and located near to shops, community facilities and public transport routes. As an example, the Terrace Place housing sites in the Leazes Area would meet these criteria and could provide good quality accessible housing. Assessments of the local need for this form of housing will be required in appropriate cases when determining planning applications on suitable sites. Need for accessible housing is demonstrated in the City Council's Annual Housing Investment Programme submission. Assessments of the local need for this form of housing will be expected in appropriate cases when determining planning applications on suitable sites. Such assessment will take account of the existing level of provision where this is relevant. Organisations such as the University of Newcastle upon Tyne with a wider range of accommodation already make provision for people with disabilities. The extent to which such organisations should make further provision within new schemes will be assessed with reference to their existing provision

3.73 The City Council strongly supports the provision of accessible housing and will seek to negotiate with developers to include such housing in proposed schemes, or provide contributions towards the development of other suitable sites in the City.

Student housing

H1.5 APPLICATIONS FOR PLANNING PERMISSION FOR STUDENT ACCOMMODATION WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA:

- A. PROXIMITY OF THE SITE TO THE CAMPUS, OR ITS SUITABLE LOCATION WITHIN THE CITY CENTRE OR A DISTRICT CENTRE**
- B. SATISFACTORY CONVERSION OR REDEVELOPMENT OF NON-RESIDENTIAL PREMISES**
- C. SUITABLE CONVERSION AND/OR ADAPTATION OF LOCAL AUTHORITY HOUSING STOCK**
- D. CONVENIENT ACCESS TO A GOOD PUBLIC TRANSPORT SERVICE**

3.74 The City's three higher and further educational institutions have already experienced large scale expansion in student numbers in accordance with national policy. Still further growth could lead to a significant increase in housing need over and above that identified under policy H1. The conversion of upper floors in the City Centre is likely to provide further opportunities for student accommodation

3.75 This policy encourages further student housing provision. The City Council will assist in identifying suitable sites and bringing forward development proposals including conversion schemes for student housing purposes. Problems can occur when a concentration of short term tenanted private properties leads to a highly transient population. The City Council's policy, set out above, is to encourage less intrusive forms of student accommodation.

3.76 Consideration will be given to proposals for purpose built accommodation on vacant sites within or near existing residential areas where appropriate, where this does not conflict with other Plan policies.

Gypsy accommodation

H1.6 THE PROVISION OF FURTHER PERMANENT AND/OR TRANSIT ACCOMMODATION FOR GYPSIES AND TRAVELLERS WILL BE CONSIDERED IF THE NEED ARISES. PROPOSALS WILL BE ALLOWED PROVIDED THAT THEY:

- A. HAVE SATISFACTORY ACCESS TO ESSENTIAL COMMUNITY FACILITIES, INCLUDING SCHOOLS AND SHOPS;**
- B. WOULD NOT HARM THE AMENITY OR CHARACTER OF THE SURROUNDING AREA;**
- C. MEET SATISFACTORY STANDARDS FOR EVERY USER IN RESPECT OF SPACE FOR GENERAL DOMESTIC PURPOSES, AND ESSENTIAL SERVICES INCLUDING WATER AND SANITATION; AND**
- D. PROVIDE SATISFACTORY SITE BOUNDARIES, LANDSCAPING, VEHICLE AND PEDESTRIAN ACCESS, PARKING AND CIRCULATION.**

3.77 The City Council has provided and manages one official 26 pitch capacity site at Lemington. This is considered adequate to meet current accommodation needs.

3.78 There are currently no gypsy owned or managed caravan sites in the City. Any proposals for such private sites will be considered in accordance with this policy and all other relevant policies of the Plan, as set out in Policy IM1. Particular attention will be paid to housing protection policy H2 and transport policies T7.1 and T7.2. It should be noted that areas of open land where development is severely restricted, for example Sites of Specific Scientific Interest, other areas of nature conservation value, and the Green Belt, are not appropriate locations. Circular 1/94. Gypsies and Planning, also provides guidance, with particular reference to characteristics of sites for settled occupation, temporary stopping, and transit purposes.

3.79 Newcastle does not have a major problem with unauthorised encampments. A temporary site at Dewley Park, Throckley has been made available for the short period of demand around the time of the annual Town Moor Hoppings Festival.

Housing improvement

3.80 Improvement of housing including measures to tackle unfit, disrepair and poor environments will be undertaken through;

- a) declaration of housing renewal areas;
- b) environmental improvement schemes and similar supporting initiatives; and
- c) measures to improve security.

3.81 Previous initiatives to improve both local housing stock and its environment utilising the Council's own Housing Improvement Programme and programmes such as Inner City Partnership, City Challenge and Single Regeneration Budget finance have met with success. These initiatives will be continued. Where appropriate the City Council will work with housing associations and other public, private and voluntary organisations particularly to achieve extensive rehabilitation and improvement. Improvement of the housing stock will be complemented wherever possible by environmental improvement schemes such as landscaping works and the creation and upgrading of local open space, and traffic management. Housing clearance is expected to be relatively limited and often implemented as part of larger area-based revitalisation strategies as at Cowgate, Scotswood and North Kenton.

3.82 Designation of housing renewal areas will be considered where it is appropriate to pursue comprehensive area-based strategies for private residential areas with improvement resources targeted at the poorest dwellings.

Protection of residential amenity

- H2 DEVELOPMENT WHICH WOULD HARM THE AMENITY OF ANY DWELLING, OR GROUP OF DWELLINGS WILL NOT BE ALLOWED. IMPACT ON RESIDENTIAL AMENITY WILL BE ASSESSED WITH PARTICULAR REGARD TO:
- A. PROTECTING THE CHARACTER OF THE LOCALITY AND OF THE EXISTING BUILDING IN THE CASE OF ALTERATIONS, EXTENSIONS OR CONVERSIONS;
 - B. PROTECTING TREES AND OTHER SOFT LANDSCAPING OF AMENITY VALUE;
 - C. ENSURING SATISFACTORY DAYLIGHT, SUNLIGHT, OUTLOOK AND PRIVACY FOR ALL DWELLINGS, EXISTING AND PROPOSED, PARTICULARLY IN RELATION TO GOOD EXISTING STANDARDS IN THE LOCALITY;
 - D. AVOIDING THE INTRODUCTION OF SUCH ADDITIONAL ACCESSES, TRAFFIC OR PARKING AS WOULD INCREASE VISUAL INTRUSION, NOISE OR DISTURBANCE, OR PREJUDICE ROAD SAFETY; AND
 - E. ENSURING THAT NON-RESIDENTIAL DEVELOPMENT AND/OR ASSOCIATED OPERATIONS WILL NOT HARM RESIDENTIAL AMENITY THROUGH AN INCREASE IN NOISE, DISTURBANCE, SMELLS, FUMES OR OTHER HARMFUL EFFECTS.

3.83 This policy concerns the amenities of residents and their homes, including all types of permanent dwellings and residential caravan sites, such as the Lemington Gypsy Site. Development will continue to bring about changes affecting individual dwellings, groups or neighbourhoods. Where, however, the kind or degree of change resulting from a proposal would injure amenity, and there is no available remedy, such as conditions or planning obligations, then permission will normally be refused.

3.84 Residential areas may be particularly vulnerable to development which increases building or population density through, for example, extensions, conversions, redevelopment, and sub-division of curtilages to create new building plots. The impact may arise directly from the building work itself displacing garden space or other greenery, or resulting in a lack of reasonable outlook or light from windows. It may also arise indirectly from increased activity, traffic, noise, disturbance, or overlooking of private areas.

3.85 These considerations apply to existing buildings, and also to proposed dwellings, which should enjoy at least similar general standards of density and amenity. Demolition of property does not in itself create a presumption that permission will be granted for more intensive development.

3.86 The design of development will be expected to show a regard for local character particularly in matters such as height, massing, spacing between buildings, building lines, boundary treatment, landscaping and external materials.

3.87 Trees are a major factor in the quality of residential environment. The potential impact of development on trees is therefore an important consideration which may influence the extent, location or form of development achievable on a site.

3.88 Businesses such as those covered by Class B1 of the Town & Country Planning (Use Classes) Order 1987, may locate in residential areas. The policy allows for small scale business activity to be accommodated while safeguarding residential amenity particularly in respect of traffic and hours of operation.

3.89 Some dwellings are in predominantly non-residential settings such as the rural area, or in the upper floors of shopping or business areas. The operation of the policy will take account of residential amenity when proposals in the locality are being considered.

Protection of large, traditional, good quality dwellings.

H3 DEVELOPMENT IN A GROUP OR AREA OF LARGE, TRADITIONAL DWELLINGS OFFERING GOOD QUALITY, SPACIOUS AND CONVENIENT ACCOMMODATION WILL NOT BE ALLOWED WHERE IT WOULD RESULT IN A LOSS TO THE LIMITED STOCK OF THESE DWELLINGS

3.90 Groups or areas of larger houses built mainly in the 19 and early 20 Centuries are often of distinct architectural character and quality of environment. They are generally concentrated in the City's mature, most attractive and centrally located suburbs such as parts of Jesmond, Gosforth, Heaton and other smaller areas. Because of their age, quality, location and character, these housing areas are a finite resource. They make up a relatively small part of the City's housing stock, but play an important part in its character and attractiveness.

3.91 They also represent a market sector with a distinct, essential role in a well-planned housing supply. Their importance in this respect lies in the attraction and retention of people with professional and business skills necessary for generating new employment and to the City's administration and position as a centre of excellence in health, education and other services. The protection of this limited stock of housing contributes to the overall aims and objectives of the Plan.

3.92 The stock has already been eroded by, for example, redevelopment and conversion to flats or other residential uses and changes of use. Development giving rise to changes in such matters as density, subdivision of plots, building form and detailing, landscape and traffic, can also seriously harm the viability, character and attractiveness of high quality housing.

3.93 Wherever possible, the Council will seek to retain existing buildings for single household occupation, including extended family needs such as "granny flats". To ensure that there is no further loss of these large dwellings which offer good, convenient accommodation, the Council will need to be convinced that a development proposal would not prejudice the character and potential of the building as such a dwelling. If redevelopment is proposed, the Council will need to be convinced both that the existing dwelling is not reasonably capable of being re-occupied, and that any proposed replacement development is of appropriate quality. Material considerations will include the spaciousness of the proposed dwelling(s), the size of garden plot(s), the adequacy of space for garaging, parking and future expansion as well as the general quality of the group or area.

3.94 For purposes of defining relevant houses, broad indicators will include: dwelling houses as defined by Class C3 of the Town and Country Planning (Use Classes) Order 1987, or by any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, and generally of 5 or more bedrooms. Such houses may be terraced, semi-detached or detached, and in Newcastle are not necessarily on large plots. Areas characterised by such dwellings may vary in size and homogeneity, but even small groups may be relevant to the aims of this Policy

New housing in association with other uses

3.95 An important supply of new housing will be provided in association with commercial uses in shopping centres. The City Council will encourage such developments through;

- a) appropriate schemes of grants for conversion of existing upper floors;
- b) support for local conversion initiatives jointly with the business and voluntary sectors; and
- c) incorporation in briefs and advice for development or redevelopment schemes.

3.96 Benefits include an increase in the available amount and choice of housing, contribution to sustainable development through recycling building fabric, conservation of historic environments, diversity of land use, improved security through surveillance, and potential for reductions in journeys for work, leisure and shopping.

3.97 The City Council will particularly welcome schemes for the use of upper floors above shops or offices in the City Centre and local centres. Proposals at ground floor level will be subject to policies and development control guidelines to protect retail frontages.

New housing design

- H4 A HIGH QUALITY OF DESIGN AND LANDSCAPING WILL BE REQUIRED IN ALL HOUSING DEVELOPMENT. PARTICULAR ATTENTION WILL BE PAID TO:
- A. THE CHARACTER AND QUALITY OF THE LOCAL ENVIRONMENT;
 - B. GOOD STANDARDS OF OUTLOOK, NATURAL LIGHT AND PRIVACY IN ALL DWELLINGS;
 - C. SAFE, CONVENIENT AND COMFORTABLE CIRCULATION FOR PEDESTRIANS ESPECIALLY CHILDREN, ELDERLY PEOPLE AND THOSE WITH DISABILITIES, INCLUDING MEASURES FOR TRAFFIC CALMING AND CYCLING;
 - D. MEASURES FOR DESIGNING OUT CRIME; AND
 - E. MEASURES TO MAXIMISE ENERGY EFFICIENCY.

3.98 New housing and its environment are important to the quality of life in the city and hence also to its attractiveness and prosperity. In pursuit of consistent high standards and to provide clear, practical help to house builders, the City Council has prepared Development Control Policy Statement No. 17, as part of this Plan, for new housing and landscaping, and has also prepared supplementary planning guidance covering these subjects.

3.99 The City Council's Supplementary Planning Guidance: Residential Design Guide and Standards accepts and complements the revised joint Department of the Environment/Department of Transport Design Bulletin 32: Residential Roads and Footpaths, in respect of layout considerations and traffic calming. Particular attention is paid to landscaping, boundary treatments, aspect, light and privacy, designing out crime, energy efficiency, and integrating development into established neighbourhoods. The Development Control Policy Statement for Residential and Nursing Homes for the Elderly provides guidance and standards for nursing homes and similar residential institutions.

3.100 The creation of good housing environments requires close collaboration between developers, architects, planners and highway engineers. The City Council will encourage such an approach. Where the locality or site raises particular development issues, the City Council will prepare a brief which may be subject to consultation with local interests if these are likely to be affected. On large scale developments, the City Council will wish to agree a master plan covering strategic matters such as the highway layout, community and other facilities, major landscaping areas and open space allocations. Planning obligations may be required to secure developer contributions to essential works or provisions necessitated by the proposed development.

RETAILING

INTRODUCTION

3.101 The Plan addresses the separate issues of local and City Centre retailing. Maintaining a wide range of good quality retail and related facilities, readily accessible to all residents, is the City Council's principal objective for local shopping. Most new development will be directed to local centres, and when possible, improvement to centres will be sought.

3.102 Some parts of the City are relatively poorly served by local shopping facilities, new development will be encouraged in such areas as identified in the Plan. Where significant new retailing is proposed outside an existing centre the City Council will consider whether the scale of development proposed would have a serious impact on the vitality and viability of nearby existing centres.

3.103 The City Centre contains the Region's principal shopping centre. Its importance as a centre of shopping excellence, as a visitor attraction and as a source of employment, will be strengthened through continued development which improves the quality and range of its facilities.

3.104 Maintaining and strengthening local shopping centres well served by public transport, and reinforcing the function of the City Centre, will help in achieving the City Council's objective of reducing the need for travel.

SHOPPING CENTRES

R1 THE VITALITY AND VIABILITY OF SHOPPING CENTRES WILL BE MAINTAINED AND ENHANCED BY:

A. ENCOURAGING REFURBISHMENT, REDEVELOPMENT AND HIGH STANDARDS OF DESIGN;

B. ENCOURAGING THE DEVELOPMENT OF SITES WITHIN OR ADJACENT TO EXISTING CENTRES FOR NEW RETAIL DEVELOPMENT WHICH ARE READILY ACCESSIBLE BY SHOPPERS ON FOOT AND ENJOY THE BENEFIT OF GOOD PUBLIC TRANSPORT;

C. IMPROVING ACCESSIBILITY BY PUBLIC TRANSPORT AND PROVIDING CONVENIENT PARKING FACILITIES;

D. CARRYING OUT ENVIRONMENTAL AND SECURITY IMPROVEMENTS;

E. PROTECTING THE CONTINUITY OF RETAILING WITHIN USE CLASS A1 ALONG GROUND FLOOR PRIMARY SHOPPING FRONTAGES

F. ENCOURAGING DIVERSIFICATION OF USES OUTSIDE GROUND FLOOR PRIMARY SHOPPING FRONTAGES.

3.105 Newcastle's shopping centres range from the City Centre to traditional suburban centres. Larger district centres, such as Shields Road and Gosforth High Street, function in a similar way to Town Centres providing a range of services. In small neighbourhood centres retailing is the principal activity providing a particularly important and convenient service for those who are less mobile, especially the elderly, people with disabilities and families with small children.

3.106 Centres can be improved by well related new development, total redevelopment, or modernisation. As resources permit the City Council will seek to upgrade buildings and the external environment to support less viable shopping centres which provide essential services to local communities. The City Council will produce development briefs to guide developers where comprehensive schemes are required. Supplementary planning guidance governing design for shop fronts is available for certain important shopping streets.

3.107 Better accessibility can enhance shopping viability, e.g. additional well located car parking, bus lay-bys and traffic calming measures. Other improvements, particularly to access and facilities for people with disabilities, landscaping and the provision of street furniture can enhance conditions for pedestrians. Limited City Council resources will restrict improvement. Private sector involvement and developer contributions to environmental and access improvements may therefore be sought.

3.108 The predominance of A1 retailing uses of the Use Classes Order along primary ground floor frontages is essential in maintaining the vitality and viability of shopping centres. Other activities which include financial and professional services (A2), and catering outlets (A3), are important complementary services. However, in certain shopping streets pressure from non A1 uses may result in their over representation, fragmenting and weakening the retail function. Where a centre is considered at risk, the City Council will ensure that frontages form a high proportion of A1 retailing uses.

3.109 The introduction of small businesses, housing or offices in or near centres, including the occupation of upper floors as flats can support retailing by increasing activity and security both during the day and in the evening.

R1.1 THE FOLLOWING AREAS ARE IDENTIFIED ON THE PROPOSALS MAP AS SHOPPING CENTRES WHOSE VITALITY AND VIABILITY WILL BE SUSTAINED AND ENHANCED.

District Centres

- | | | | |
|----|------------------|----|----------------------|
| 1. | Adelaide Terrace | 4. | Gosforth High Street |
| 2. | Chillingham Road | 5. | Kingston Park |
| 3. | Denton Park | 6. | Shields Road |

Neighbourhood Centres

- | | | | |
|-----|--------------------------|-----|-----------------|
| 7. | Acorn Road | 16. | Newbiggin Hall |
| 8. | Armstrong Road | 17. | Newburn |
| 9. | Blakelaw (Moulton Place) | 18. | Scrogg Road |
| 10. | Church Walk | 19. | Stanhope Street |
| 11. | Cruddas Park | 20. | Throckley |
| 12. | Denton Square | 21. | Two Ball Lonnen |
| 13. | Four Lane Ends | 22. | Wansbeck Road |
| 14. | Kenton | 23. | Welbeck Road |
| 15. | Lemington | 24. | West Road |

Local Centres

- | | | | |
|-----|-------------------|-----|------------------------------|
| 25. | Ashburton Road | 40. | Heaton Park Road |
| 26. | Arlington Avenue | 41. | Heaton Road |
| 27. | Brentwood Avenue | 42. | Jesmond Road |
| 28. | Brunton Park | 43. | Kenton Lane |
| 29. | The Burnside | 44. | Manor House Road |
| 30. | Cedar Road | 45. | Newton Place |
| 31. | Chapel House | 46. | Nuns Moor Road |
| 32. | Chapel Park | 47. | Raby Cross |
| 33. | Clayton Road | 48. | Shields Road (at Walkergate) |
| 34. | Coast Road | 49. | South Gosforth |
| 35. | Cowgate | 50. | Westerhope |
| 36. | Downend Road | 51. | Westgate Road |
| 37. | Fawdon Park | 52. | Whickham View |
| 38. | Fenham Hall Drive | 53. | Wretham Place |
| 39. | Great North Road | | |

3.110 The District Centres are those with the widest range and choice of goods and services at the local level. All have good public transport links, car parking provision and strong walk-in catchments. They provide the natural focus for retail and community facilities in highly populated areas, offer a choice of means of transport, and are traditionally the main shopping destination for convenience goods for a wide catchment area. This role is now blurred by the competition posed by food superstores in other locations. It is important that these centres retain the level of supermarket representation and the number of other shops to sustain and enhance their vitality and viability.

3.111 The Neighbourhood Centres generally have a small or medium scale supermarket present and a range of mostly convenience-based outlets. Most have at least 15 units present, and are recognised particularly because of the important role they perform. Many residents, particularly those who are less mobile, rely heavily on the facilities in their Neighbourhood Centre. A small proportion of these Centres do not have a supermarket, but are included due to their strategic importance in areas with sparse retail facilities, where the Council are keen to promote new investment.

3.112 The Local Centres are defined as having between 10-15 units and cater for the day to day shopping needs of the local community. Some do not contain a supermarket, and are therefore less likely to face competition from new out of centre developments. Local centres cannot be defined as “town centres” due to their significance only at the very local level. Nevertheless, these centres are recognised as facilities which should be sustained and enhanced

R1.2 CHANGE OF USE FROM RETAILING WITHIN USE CLASS A1 WILL NOT BE ALLOWED WHERE IT WOULD RESULT IN THE PERCENTAGE OF NON A1 RETAIL FRONTAGES EXCEEDING 30% OF ANY BLOCK OF PROPERTY IN THE FOLLOWING PRIMARY SHOPPING FRONTAGES:

GOSFORTH HIGH STREET

WEST SIDE - Elmfield Road to Woodbine Road
EAST SIDE - 72-122 High Street and The Gosforth Centre

SHIELDS ROAD

NORTH SIDE - 13-275 Shields Road
SOUTH SIDE - 2-282 Shields Road, Units 1-5 Raby Street

(See also Development Control Policy Statement 10 - Food and Drink Premises)

3.113 Within Shields Road shopping area, uses falling within Use Classes A2 and A3 will be allowed providing uses falling outside Use Class A1 retailing do not exceed 30% of the linear frontage of any block of property within the defined area.

3.114 The defined primary shopping frontages of Gosforth High Street and Shields Road contain a high proportion of the centres’ essential shops. It is vital that the ground floor frontages maintain these levels to safeguard accessible and convenient local shopping facilities. The 30% limit for the representation of non A1 retailing uses is based upon a measurement of the linear frontage of the relevant block of property in the defined areas.

3.115 The use of a percentage figure provides a guide which reflects the City Council's view of the level of non A1 retail representation above which retail viability will be harmed, having regard to the role and character of Gosforth High Street and Shields Road. The policy provides scope for the introduction of complementary non A1 retail uses, which will generally consist of A2 and A3 activities. Within several blocks of property in both centres the current level currently exceeds 30% due to previous pressure from non A1 retailing uses. It is unlikely that any further changes of use from A1 retailing will be allowed in these specific blocks of property.

CITY CENTRE RETAILING

R2 THE CORE SHOPPING AREA OF THE CITY CENTRE WILL CONTINUE TO BE SUPPORTED AND DEVELOPED TO MAINTAIN ITS POSITION AS THE PRINCIPAL SHOPPING LOCATION IN THE NORTHERN REGION BY:

- A. ENCOURAGING NEW DEVELOPMENT, REDEVELOPMENT AND REFURBISHMENT WHICH WILL INCREASE THE RANGE AND QUALITY OF FLOORSPACE;**
- B. IMPROVING ACCESSIBILITY FOR PUBLIC TRANSPORT, SERVICE VEHICLES AND CAR BORNE SHOPPERS;**
- C. ENHANCING THE PEDESTRIAN ENVIRONMENT; AND**
- D. ENSURING THE CONTINUITY OF RETAILING WITHIN USE CLASS A1 ALONG GROUND FLOOR PRIMARY SHOPPING FRONTAGES**

(See also Development Control Policy Statement 10 - Food and Drink Premises)

3.116 Retailing is a dynamic industry. If the City Centre is to retain and enhance its position as the principal regional shopping centre scope must be provided for investment to change, renew and diversify in response to customer demand.

3.117 Access to City Centre retailing will be improved largely through traffic management measures to exclude non-essential traffic. Priority will be given to public transport, service vehicles and convenient short term parking for shoppers. New park and ride sites within the urban area will assist easy accessibility to the centre by bus or Metro, with consequent environmental benefits. Clayton Street in particular will benefit from the redirection of traffic onto the West Central Route.

3.118 A more pleasant and attractive shopping environment will be achieved through pedestrianisation schemes, landscaping, the provision of toilet and childcare facilities, and access for people with disabilities. Pressure for non-retailing uses will be directed away from primary shopping frontages, to protect the vitality of the core area.

3.119 The southern area of Newcastle's City Centre makes a vital contribution to overall retail provision. Many of the buildings are of historic and architectural interest, in particular those in Grainger Street, Clayton Street, Grainger Market and the Bigg Market. However, the increasing concentration of major retailers in prime locations has resulted in the loss of traders from the southern shopping streets. The Council will encourage infill development and refurbishment to enhance retail activity in the area, and seek the reuse of upper floors to increase vitality. (See policy ED2.1 [refurbishment] and paragraphs 3.95 - 3.97 [New housing in association with other uses]).

3.120 As a thriving City Centre, Newcastle is a very attractive location for a broad range of shopping and service uses. One of the City Centre's main strengths is the compactness of its retail function. The City Council is therefore keen to avoid the potential dilution of retail activity which would be caused by the introduction of non A1 retail uses in those streets listed as Category A frontages. However, the City Council accepts that service uses, such as those within Use Classes A2 and A3, make an important contribution to the role of the City Centre. A wider mix of uses are therefore represented in the City Centre's defined "Category B" primary shopping frontages. A number of other streets adjacent to the primary shopping frontages within the core shopping area also provide a wide range of convenient locations for A2 and A3 uses, which are easily accessible by shoppers and other users. Diversification of uses will be encouraged in these locations to support the City Centre's vitality and viability.

R2.1 CHANGE OF USE FROM RETAILING WITHIN USE CLASS A1 WILL NOT BE ALLOWED WITHIN THE FOLLOWING CATEGORY A PRIMARY SHOPPING FRONTAGES OF THE CITY CENTRE:

1. BLACKETT STREET (FROM NORTHUMBERLAND STREET TO ELDON LANE)
2. CENTRAL ARCADE
3. ELDON SQUARE MALLS (EXCLUDING THE EASTERN SECTION OF HIGH FRIARS)
4. CLAYTON STREET (WEST SIDE, GREENMARKET AND SUPERMARKET FRONTAGES ONLY)
5. GRAINGER MARKET
6. GRAINGER STREET (FROM GREYS MONUMENT TO NEWGATE STREET)
7. GREY STREET (FROM GREYS MONUMENT TO HOOD STREET)
8. MARKET STREET (SOUTH SIDE FROM GREY STREET TO GRAINGER STREET)
9. MONUMENT MALL (EXCLUDING FOOD COURT)
10. NORTHUMBERLAND STREET (SOUTH OF NORTHUMBERLAND ROAD)

3.121 In defining "Category A" primary shopping frontages, the Council have taken account of indicators of vitality and viability including rental levels, pedestrian flows and the quality of the retailer profile. It is essential that the number of shops in the main shopping streets is retained, thus ensuring maximum accessibility, visible choice and interesting pedestrian routes for shoppers. This in turn will assist in maintaining a lively and viable shopping area and the City Centre's continued attraction as the principal shopping destination in the Region.

R2.2 CHANGE OF USE FROM RETAILING WITHIN USE CLASS A1 WILL NOT BE ALLOWED WHERE IT WOULD RESULT IN THE PERCENTAGE OF NON A1 RETAIL FRONTAGES EXCEEDING 30% OF ANY BLOCK OF PROPERTY IN THE FOLLOWING CATEGORY B PRIMARY SHOPPING FRONTAGES OF THE CITY CENTRE:

1. CLAYTON STREET (EAST SIDE, FROM NELSON STREET TO NEWGATE STREET AND WEST SIDE FROM NEWGATE STREET TO NUN STREET)
2. ELDON GARDEN MALLS
3. NORTHUMBERLAND STREET (FROM VINE LANE TO NORTHUMBERLAND ROAD)
4. NUN STREET
5. HIGH FRIARS MALL, ELDON SQUARE (EASTERN SECTION)

3.122 In these areas which surround the main shopping frontages, the City Council wishes to see a balance between the need to retain the character of the frontages, whilst allowing some flexibility for the introduction of complementary non A1 retail uses. Appropriate uses would be Class A2 and A3 activities which require a shopping area location. An upper limit of 30% is placed on the introduction of non A1 retailing uses on ground floors as a measurement of the linear frontage of each block of property. In the case of the Eldon Garden Malls, the policy would apply to each floor of the Centre, as opposed to each block of property elsewhere.

3.123 The policies' inclusion of a percentage figure represents the likely point at which the introduction of non A1 uses will begin to cause retail decline. The 30% threshold is a guide for the consideration of future change of use proposals, rather than a rigid division between acceptable and unacceptable uses. However, where the proportion of non A1 uses has already reached over 30%, the City Council will resist any further changes of use in the relevant frontage.

Development outside existing centres

R3 NEW RETAIL DEVELOPMENT OUTSIDE SHOPPING CENTRES WILL BE ALLOWED ONLY WHERE:

- A. IT WOULD NOT DEMONSTRABLY HARM THE VITALITY AND VIABILITY OF ANY EXISTING CENTRE;*
- B. IT WOULD BE EASILY ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT, ESPECIALLY BY PUBLIC TRANSPORT, FOOT AND BICYCLE; AND*
- C. IT HAS BEEN DEMONSTRATED THAT THERE ARE NO SUITABLE AND GENUINELY AVAILABLE SITES FIRSTLY WITHIN AND SECONDLY ON THE EDGE OF THE RELEVANT EXISTING CENTRE OR CENTRES, IN ACCORDANCE WITH PPG6 - THE 'SEQUENTIAL TEST'.*

3.124 This policy will be applied to retail development proposals of 1,000 square metres gross floorspace upwards. New retail development should normally be located where it is well integrated with shopping facilities in centres, to take advantage of existing catchments and public transport accessibility. In assessing retail development outside centres, the Council will take account of the potential impact (including its cumulative impact alongside other recent or proposed large scale retail development in the locality) on the vitality and viability of any existing centre. In addition the Council will require all applications for retail developments of over 2,500 square metres gross floorspace to be supported by evidence on whether the applicant adopted a sequential approach to site selection and the availability of suitable alternative sites. The City Council is also concerned to ensure that new development provides easier access to all customers, facilitates more linked trips and helps to achieve an overall aim of reducing reliance on the private car for all trips.

3.125 Developers may wish to submit a retail impact assessment with proposals for large retail development. The City Council will carry out its own assessment where a proposal could result in a detrimental impact on any existing centre.

3.126 The Town and Country Planning (Use Classes) Order 1987 does not distinguish between food and non food retailing, accordingly this policy does not make this distinction. There may however be circumstances where a significant change in the composition of a shopping centre, retail park or large out-of-centre retail unit, could give rise to an unacceptable impact on the viability of another centre. Government advice recognises this point and suggests that in such circumstances the use of planning conditions and obligations may be appropriate to prevent changes from non food to food retailing, which for example could cause unacceptable impact. The City Council will consider the use of such measures where appropriate.

Areas with relatively inadequate local shopping.

3.127 The provision of a small supermarket and/or local shops will be encouraged in the following areas:

1. Newburn
2. Lemington
3. Denton Burn
4. Spital Tongues
5. Shieldfield
6. Sandyford
7. South Jesmond
8. Walkergate
9. South Gosforth

These areas are poorly served for convenience shopping and would benefit from retail development, for example the Walker and Walkergate areas have experienced long term continuing decline in shopping provision. Retail proposals which meet local needs rather than wider catchments are encouraged. It is unlikely that developments with a gross floorspace over 1,000 square metres would be required. Developments over 1,000 square metres gross will be considered in accordance with Policy R3. During the Plan period the Policy will be reviewed to reflect changes in local circumstances where new areas may become deficient in local shopping facilities.

TOURISM, LEISURE AND COMMUNITY USES

INTRODUCTION

3.128 Tourism and leisure have become an increasingly important focus for investment and employment in Newcastle. The City Council intends to promote its potential for expansion. In recent years, the City's tourism industry has grown at a level above the national average and in particular a deficiency of visitor accommodation at the higher value end of the market has been largely addressed. The value of tourism to the local economy is estimated to be about £80 million per annum.

3.129 Generally, tourism includes travel and visits for business, professional and domestic purposes as well as for holidays and recreation. Often a visit to Newcastle for one purpose, say a business meeting or conference, will include an element of recreation or shopping.

3.130 Newcastle has good tourist accommodation, quality leisure facilities and attractions, and provides a stimulating city environment. Within the wide range of attractions contained in the Region, Newcastle occupies a specific and important place, which is recognised and promoted by the Northumbria Tourist Board and the City Council.

3.131 The City also occupies an important position at the hub of regional road, rail and public transport networks, and is the gateway for arrivals by air and sea, particularly from Scandinavia. Passenger traffic at Newcastle International Airport has grown steadily in recent years and this trend is expected to continue. North Sea ferry services also continue to expand in terms of passenger volumes, the length of season served, and by a new service linking the Tyne to Germany.

3.132 The City Council will consider the need for development sites for the provision of community facilities such as places of worship, community meeting rooms and halls etc, as required by paragraph 5.49 of PPG 12. The need for such facilities is difficult to predict and their distribution across the City is somewhat uncertain. While specific allocations would not be appropriate in the UDP, the City Council will consider sympathetically planning applications for such development, and changes of use to community purposes, in the context of other UDP policy.

TL1 THE PROVISION OF NEW CULTURAL, ENTERTAINMENT AND RECREATION FACILITIES WILL BE ENCOURAGED, PARTICULARLY THOSE WHICH INCREASE THE ATTRACTIVENESS OF THE CITY CENTRE.

3.133 Newcastle has the potential to develop more diverse tourist attractions, in particular there is the opportunity to cater for environmentally friendly or green tourism. Within the City and on its fringes there are a wealth of country parks, picnic sites, landscaped gardens, nature reserves and sites of archaeological interest. Such attractions, appropriately and sensitively managed, create new employment, and enhance the natural resources on which this form of tourism is based.

3.134 Tourism and leisure also offer a wide range of jobs at all skill levels and have a good record of offering early advancement for young people, based on proven ability rather than qualifications. This is particularly relevant to the employment needs of Newcastle residents, replacing some jobs lost in traditional sectors.

3.135 Newcastle's main strengths and weaknesses in relation to tourism and leisure include:

Strengths

- good communications;
- success in hosting major events, such as the Tall Ships Race and the Great North Run;
- a variety of heritage and cultural attractions, many located within a compact, varied City Centre;
- the environment of the City Centre and Quayside;
- infrastructure, including retailing, cultural and leisure facilities;
- good conference facilities;

- good modern quality hotels; and
- proximity to the Northumberland coast and National Park, the North Pennines and other outstanding areas of countryside.

Weaknesses

- relatively small day trip catchment population compared with other major cities, e.g. Birmingham;
- lack of national attractions and venues such as:
 - exhibition space
 - large conference facilities
 - sporting facilities;
- lack of a major museum;
- shortfall in self catering accommodation and selected bands of serviced accommodation; and
- insufficient critical mass of attractions.

3.136 The UDP can tackle some of the weaknesses and further enhance some of the strengths. Many of the Plan's relevant proposals are contained elsewhere, for example reducing traffic in the City Centre and creating more pedestrian areas will encourage tourism by making many historic streets and shopping areas more pleasant. Regeneration of areas of interest to tourists such as the Theatre Village, Blackfriars and the Quayside, and the introduction of more leisure and cultural facilities will help to increase the City's attractiveness.

3.137 In some situations growth in tourism is viewed with concern because of possible damage to the environment. Within Newcastle tourism is far more likely to benefit the environment. Most of Newcastle's current major attractions are urban in character, and environmental damage is caused principally by a loss of economic activity, or loss of purpose. Tourist related development can help to reverse this process, by introducing new activity, people and investment. Within the City Centre the Blackfriars area provides a good example; quite diverse activities - a restored medieval friary and a concentration of Chinese restaurants and shops have helped to transform a previously run down area. While the City may have a shortage of outstanding individual attractions it contains a stimulating mixture of attractions complemented by buildings from various historic periods mixed together.

Promoting development

3.138 Growth of tourism will be promoted by:

- developing new visitor attractions, and information, leisure, sporting, retail and cultural facilities;
- protecting and enhancing the City's historic environment, particularly within the City Centre and its natural environment;
- reusing the city's stock of historic buildings to provide new and revitalised visitor attractions and public access;
- improving interpretation of the City's historic environment and buildings;
- encouraging additional tourist accommodation;
- realising more fully the potential of the River Tyne and the natural resources of the city (see Policies EN4, OS3, OS3.1, and policies on Nature Conservation); and
- ensuring that tourist developments are accessible to all and well served by public transport.

3.139 The City Council will continue to:

- promote major events;
- retain and enhance existing cultural and other visitor attractions;

- support the creation of a wider range of new attractions and facilities such as a conference centre, tourist information and an interpretation centre; and
- encourage the provision of new accommodation to meet identified deficiencies including innovations such as dual use of student accommodation.

4. ENVIRONMENT

SUSTAINABLE DEVELOPMENT

INTRODUCTION

4.1 In 1987 the World Commission of Environment and Development in the Brundtland Report established the concept of sustainable development as:

“development which meets present needs without compromising the ability of future generations to achieve their own needs and aspirations”

4.2 At the United Nations Conference on Environment and Development (UNCED) in 1992, a new United Nations body, the Commission for Sustainable Development (CSD) was set up to help governments to work towards sustainable development and to receive reports of their progress. Agenda 21 is the UN's action plan to achieve sustainable development in the 21st Century, and is complemented by Local Agenda 21 Initiatives which include a 'Framework for Local Sustainability' prepared by the Local Government Management Board. The Government's approach to sustainable development is being progressively developed and is currently expressed in documents such as the 'UK Strategy on Sustainable Development' and newly revised PPGs, such as PPG13 on transport.

4.3 The context of UDP preparation was one of a developing understanding of sustainability issues and the relevance of planning policies. It is clear that the debate on how planning can contribute to sustainability is far from over. The policies set out in this section are the City Council's first statement on this issue, further detail may be added in the form of Supplementary Planning Guidance on topics such as renewable energy for example, in the light of current research.

4.4 In Newcastle strategic needs are the revitalisation of the economy and regeneration of the urban areas. Reuse of vacant and underused urban land will play a part and will help achieve sustainable development. However, due to the shortage of development land and the need to avoid town cramming, meeting strategic needs requires some development of greenfield sites for jobs and houses. Such development will have an impact on the environment. An essential role of the UDP is to minimise this impact so that depletion of resources is kept to an acceptable level. Compensatory action is also required to increase environmental resources within the City.

SD1 THE CITY COUNCIL WILL WORK TOWARDS ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT WHICH MEETS THE ECONOMIC AND SOCIAL NEEDS OF THE CITY.

4.5 For the purposes of the UDP environmental resources can be considered at two levels. At the global level the main concern which can be addressed by the UDP is the emission of greenhouse gases which cause global warming and potentially damaging climatic changes. At the local level resources include the City's countryside, urban open spaces, wildlife communities, natural features and built heritage.

4.6 Policies in this section for moving towards sustainable development deal with energy and the urban environment, and increasing local environmental resources. These policies, however, need to be seen in the context of the Plan as a whole in order to appreciate its overall approach to working towards sustainable development. For example the emphasis the Plan gives to protecting the environment and the priority it gives to the needs of public transport, pedestrians and cyclists.

4.7 The City Council will measure progress towards sustainable development by identifying and monitoring indicators including energy consumption and its resultant atmospheric emissions, and local resources.

ENERGY AND THE URBAN ENVIRONMENT

4.8 The City Council has prepared a strategy for energy and the urban environment containing an action plan which could lead to substantial cuts in energy use and atmospheric emissions by the years 2000 and 2010. This action plan carries no statutory weight but has been welcomed and supported by the principal energy suppliers, bus companies, The Department of the Environment Transport and the Regions, and the European Commission. A number of the recommendations in the action plan are relevant to this Plan, in particular its proposals for transportation, combined heat and power, solar energy and energy action areas.

4.9 The City's energy strategy estimates that emissions of carbon dioxide (CO₂), the gas principally responsible for exacerbating the greenhouse effect, could be cut by 35% by the year 2000, and by 45% by the year 2010. Such reductions would require a wholehearted acceptance and implementation of all the action plan's proposals. A more modest, but still very significant objective of 30% cuts in carbon dioxide emissions is suggested in this Plan, linked to proposals that can be assisted by land use and transportation planning. The current UK Government target for carbon dioxide is to stabilise emissions at 1990 levels by the year 2000. The City's energy strategy, and the proposals of this Plan, demonstrate that better results can be achieved if appropriate policies are applied.

SD1.1 ENERGY CONSUMPTION AND CARBON DIOXIDE EMISSIONS WILL BE REDUCED BY:

- A. LOCATING THE MOST INTENSIVE FORMS OF DEVELOPMENT AT THE CITY CENTRE AND ITS FRINGES, CLOSE TO METRO STATIONS, AND ALONG MAJOR BUS ROUTES;**
- B. ENCOURAGING MIXED USE DEVELOPMENT AND ACTIVITY;**
- C. RETAINING AREAS OF MIXED USE DEVELOPMENT AND ACTIVITY;**
- D. EFFICIENT USE OF ROAD SPACE;**
- E. ENCOURAGING THE DEVELOPMENT OF RENEWABLE ENERGY; AND**
- F. MAINTAINING THE COMPACT NATURE OF THE CITY.**

4.10 The development pattern and transportation policies put forward in the Plan will contribute towards long term sustainability. Newcastle is a relatively densely developed, compact city, with a number of concentrated areas of economic activity - notably the City Centre, Regent Centre, Longbenton DSS and the Newcastle Business Park. This development pattern lends itself to a high frequency public transport system based on the Metro and radial bus routes. Locating jobs, retailing, open spaces and recreational facilities close to homes will help to reduce the need for travel in line with the Government policy set out in PPG13 Transport. This Plan will reinforce these qualities, which are sympathetic to achieving greater sustainability.

4.11 The Plan proposes substantially more employment in the City Centre and its fringes. The majority of new housing will be on land within the built-up area, existing areas of employment will be retained and open space safeguarded and improved. Maintaining a mixture of uses and activities within the City will help to contain and possibly reduce the need to travel. Greater emphasis and priority will be given to public transport, and radical new priorities for road space established in the City Centre.

4.12 The Northern Development Area locates employment and new housing close together in a compact form, immediately adjacent to the built up area, capable of being serviced by extension of existing bus routes. This is intrinsically more efficient than a more decentralised form of development beyond the Green Belt and outside the City, and will maintain Newcastle's compact, mixed use and relatively dense urban form.

4.13 Where possible the most intensive forms of development will be encouraged to locate within the City Centre and its fringes, close to Metro stations, and along major bus routes.

4.14 The energy efficiency of new development can be readily assessed. New housing built to current building regulations thermal insulation standards would, for example, qualify for a national home energy rating of 7 on its 1-10 scale. The City Council would look to housing developers to match and improve on this rating by increasing the level of insulation, improving specification of boiler equipment, and in particular through orientation and design of dwellings to maximise the capture of passive solar energy. (The City Council will prepare Supplementary Planning Guidance on Passive Solar Design).

Combined heat and power

SD1.2 THE DEVELOPMENT OF COMBINED HEAT AND POWER WILL BE ENCOURAGED.

4.15 Combined heat and power (CHP) is a very efficient means of generating electricity, which enables waste heat to be used to provide space heating within buildings. This technology can be applied within individual buildings, in groups of buildings and throughout large sectors of the City. Larger CHP projects will require a site for the station and routes for underground heat and electricity mains. To be economically feasible pipe route lengths must be minimised, requiring that the station site is located as close as possible to the heat load. In any large scale CHP project; site requirements, the choice of fuel, chimney height, atmospheric emissions, and the appearance of the plant will be important considerations. Already the City has a CHP plant operating at Byker, supplying 2500 dwellings with heat, together with a significant electrical output.

4.16 The development of CHP is the single most significant means of reducing CO₂ emissions, it can make a substantial contribution towards the City Council's objective of reducing Newcastle CO₂ emissions by 30% by the year 2005.

Energy action areas

SD1.3 THE DESIGNATION OF ENERGY ACTION AREAS WILL BE ENCOURAGED.

4.17 During the 1970's and 80s designation of general improvement areas and housing action areas under housing legislation helped to ensure that the stock of dwellings in whole neighbourhoods were improved to a common standard. Although legislation does not exist formally to designate energy action areas, the City Council will encourage initiatives to this effect. An initial energy action area has been established within the West End City Challenge area. The objective would be to concentrate efforts to raise significantly the standard of energy efficiency in residential, business and other property within a given area. A further step in this direction was taken in 1994 with the opening of an Energy Advice Centre in Shields Road with the assistance from the Energy Savings Trust and Northern Electric. The City Council has a long established programme to improve standards of insulation and heating equipment in its own stock of civic buildings and housing. The extent of investment in energy efficiency is dependent upon the availability of resources.

Renewable energy

SD1.4 THE DEVELOPMENT AND USE OF RENEWABLE ENERGY WILL BE ENCOURAGED BY:

- A. MAXIMISING PASSIVE SOLAR GAIN THROUGH BUILDING DESIGN AND ORIENTATION;
- B. INTRODUCING PHOTOVOLTAIC CELLS ONTO APPROPRIATE BUILDINGS;
- C. UTILISING BIO GAS FROM ENERGY CROPS OR WASTE; AND
- D. THE DEVELOPMENT OF WIND TURBINES IN SUITABLE LOCATIONS.

4.18 Utilisation of passive solar energy currently falls between the building regulations and normal planning considerations governing layout of buildings. The City Council's Supplementary Planning Guidance - Residential Design Guide and Standards, incorporates recommendations and advice prepared by the Department of the Environment Building Research Establishment to maximise passive solar gain. The City Council recognises that the design and layout of buildings is influenced by many factors, but to date capturing passive solar energy has been neglected. Developers are encouraged to demonstrate that they have taken this factor into account and show what steps they have taken to maximise passive solar energy. The City Council will prepare Supplementary Planning Guidance on Passive Solar Design.

4.19 Photovoltaic (PV) cells convert sunlight into electricity and have been successfully mounted on the roofs and walls of existing buildings. This technology is not yet economically attractive and is only likely to be applied at a demonstration scale in the short term. The operation of the cells is pollution free and they can be designed to perform normal weather proofing functions. There will be certain parts of the City where the introduction of PV cells may not be appropriate, for example on listed buildings. However, in many locations, with careful creative design, consideration could be given to their installation. A small scale demonstration programme would make it possible to explore the urban design and energy implications of this technology.

4.20 Already the City Council has taken steps to recover energy from domestic and commercial waste, by manufacturing fuel pellets at the Byker Refuse Derived Fuel Plant. All the City's refuse is now screened and processed at this plant.

4.21 The utilisation of bio gas is only possible on a small scale given Newcastle's limited agricultural area and given that refuse is already screened for combustible material. However, small projects, possibly related to farms would in principle be encouraged.

INCREASING LOCAL ENVIRONMENTAL RESOURCES

SD2 THE CITY'S NATURAL ASSETS AND BUILT HERITAGE WILL BE PROTECTED, MANAGED AND PROMOTED TO INCREASE THEIR VALUE AND THEIR CONTRIBUTION TO ACHIEVING SUSTAINABLE DEVELOPMENT.

SD2.1 THE CITY'S NATURAL ASSETS AND BUILT HERITAGE WILL BE REVIEWED REGULARLY. PROTECTION WILL BE EXTENDED WHERE APPROPRIATE.

4.22 The following sections in this chapter contain policies to protect local environmental resources. Designated resources include:

- areas of exceptional landscape value;
- protected trees;
- open space and recreational routes;
- various categories of wildlife sites and wildlife corridors;
- listed buildings and conservation areas; and
- sites of archaeological interest.

4.23 The designated sites, corridors and areas place strict controls on development and focus attention on the need to conserve the resources in question. Such designations do not necessarily prevent development, but ensure that what does happen is sustainable in the local context.

4.24 The following sections set out in more detail the justification and detailed provisions relating to these designations. The City Council will monitor any changes in the extent of the resources and review the threats and opportunities that face them. The City Council will seek to extend protection for each resource as appropriate, either through its own powers or by encouraging other agencies to use their powers.

SD2.2 MANAGEMENT OF THE CITY'S NATURAL ASSETS AND BUILT HERITAGE WILL BE PROMOTED IN ORDER TO CONSERVE AND ENHANCE THEIR VALUE. MEASURES WILL INCLUDE:

- A. PREPARING STRATEGIES FOR BROAD AREAS OR CATEGORIES OF ENVIRONMENTAL RESOURCE;***
- B. PREPARING MANAGEMENT PLANS FOR SPECIFIC SITES OR BUILDINGS CONTROLLED BY THE CITY COUNCIL;***
- C. ENCOURAGING AND ASSISTING OTHER OWNERS OR OCCUPIERS OF LAND AND BUILDINGS TO PREPARE STRATEGIES AND MANAGEMENT PLANS; AND***
- D. PROVIDING, WHERE APPROPRIATE, TECHNICAL GUIDANCE AND PRACTICAL ASSISTANCE.***

4.25 Effective management of the City's environmental resources is crucial to achieving sustainable development. The City Council as the major land owner in the City will endeavour to manage the resources under its direct control in an environmentally responsible manner. The City Council has less control over land and buildings not in its ownership, and must depend largely on persuasion, advice and example.

4.26 The development control process can impose continuing requirements on new developments, especially in relation to management and maintenance of open spaces, landscaped areas and wildlife habitats. In certain cases it may be necessary to the granting of planning permission for developers to enter into planning obligations to secure proper management.

4.27 The key to concerted and continuing action is the preparation and implementation of strategies and management plans. The City Council has produced a number of non-statutory strategies which complement the policies and proposals in this Plan. They include:

- Countryside Strategy (including recreational routes and countryside management; a separate access strategy covering rights of way and recreational routes is under consideration);
- Conservation Strategy (covering the built heritage);
- Bio Diversity Action Plan; and
- Outdoor Recreation Strategy (adopted by Leisure Services Committee).

4.28 The strategies will be reviewed regularly and new strategies will be prepared as necessary for types of resources not yet covered.

SD2.3 PUBLIC AWARENESS OF THE VALUE OF THE CITY'S NATURAL ASSETS AND BUILT HERITAGE AND THEIR IMPORTANCE TO THE CONCEPT OF SUSTAINABLE DEVELOPMENT WILL BE PROMOTED IN CO-OPERATION WITH OTHER AGENCIES. MEASURES TO BE TAKEN INCLUDE:

- A. PREPARING AND DISSEMINATING INTERPRETATIVE INFORMATION;**
- B. SUPPORTING EDUCATIONAL AND PRACTICAL PROJECTS IN SCHOOLS AND IN THE COMMUNITY; AND**
- C. IMPROVING ACCESS TO AND WITHIN PROTECTED AREAS, WITH PRIORITY TO SITES ACCESSIBLE BY FOOT, BY CYCLE OR BY PUBLIC TRANSPORT.**

4.29 Working towards sustainable development through the conservation and enhancement of Newcastle's natural and built environment will succeed in direct proportion to people's knowledge and concern. The City Council is just one agency which can play a part. It is expected that the Government will require an increasing contribution from its own agencies and that the business community and education establishments will have greater involvement.

4.30 English Nature and voluntary organisations such as local wildlife trusts and nature clubs are often the most effective at disseminating information and encouraging active involvement. The City Council will support their efforts wherever possible.

BUILT FORM AND LANDSCAPE

INTRODUCTION

4.31 The quality of Newcastle's built environment and landscape give the City its special identity. Protecting and improving the City's environment, including its riverside and countryside setting, are essential and will assist economic revitalisation and urban regeneration.

4.32 The City Council is seeking to raise standards in design and encourage innovative and attractive development which is successfully integrated with its surroundings and which works well for people. It hopes its recently introduced design awards scheme and the encouragement, where appropriate, of design competitions for major sites will contribute to increasing public interest in design and assist in securing a general improvement in the quality of design of development and its setting in the City. Policies in this section are under four headings:

1. Design

The City Council is seeking to raise standards in design and encourage innovative and attractive development which is successfully integrated with its surroundings and which works well for people.

2. The appearance of the City

Interest and investment in Newcastle can be encouraged through enhancing the City's identity, especially as viewed from the main transport routes.

3. Landscape and trees

Great importance is attached to protecting the City's landscape features, which are a fragile resource, and the impact on them of development proposals will be carefully considered. The City Council recognises the potential and the need to increase greatly the amount of tree planting throughout Newcastle.

4. River and riverside

The banks of the Tyne will continue to be a focus for major redevelopment and the City Council will seek to achieve the maximum benefit for the community from the changes on the riverside.

DESIGN

EN1 ALL DEVELOPMENT WILL BE REQUIRED TO MEET HIGH STANDARDS OF DESIGN.

EN1.1 ALL DEVELOPMENT WILL BE REQUIRED TO MEET HIGH STANDARDS OF DESIGN IN ACCORDANCE WITH THE FOLLOWING PRINCIPLES:

- A. RETAINING THE BEST BUILDINGS;
- B. TAKING FULL ADVANTAGE OF LANDFORM, LANDSCAPE AND OTHER SITE FEATURES;
- C. INTEGRATING DEVELOPMENT INTO ITS SETTING WITH REGARD TO THE SCALE AND PATTERN OF SURROUNDING BUILDINGS AND SPACES, AND LINKS IN THE PEDESTRIAN ROUTE NETWORK;
- D. RELATING TO THE MATERIALS AND DESIGN CHARACTERISTICS OF SURROUNDING BUILT DEVELOPMENT;
- E. FACILITATING SAFE PEDESTRIAN MOVEMENT;
- F. DESIGNING FOR EQUAL ACCESSIBILITY FOR ALL USERS REGARDLESS OF AGE OR DISABILITIES, AND MINIMISING OPPORTUNITIES FOR CRIME;
- G. ENSURING NEW BUILDINGS ARE ADAPTABLE TO USE FOR OTHER PURPOSES;
- H. A COMPREHENSIVE AND CO-ORDINATED APPROACH TO NEW DEVELOPMENTS OF MORE THAN ONE BUILDING;
- I. INCORPORATING HARD AND SOFT LANDSCAPING AS AN INTEGRAL PART OF DESIGN, MAXIMISING TREE PLANTING WHERE APPROPRIATE, AND PROVIDING FOR ITS LONG TERM MAINTENANCE;
- J. MINIMISING ADVERSE IMPACTS ON NEARBY LAND USES;
- K. MINIMISING IMPACTS ON ACTIVITIES ON NEIGHBOURING OPEN LAND AND COUNTRYSIDE; AND
- L. MAXIMISING THE USE OF BUILDINGS, STRUCTURES AND LAND FORMS TO SCREEN NOISE SENSITIVE DEVELOPMENT AND SPACES.

4.33 These principles will form the basis for the City Council's consideration of development proposals and guide developers' approaches to design in the City. However the City Council does not wish to prescribe architectural style. Development which is visually stimulating and which respects human scale will be welcomed.

4.34 These principles aim to ensure that:

- the best existing buildings in respect of architectural quality, condition or adaptability are retained wherever possible;

and that new development:

- is well related to its site and surroundings;
- does not seriously affect nearby development or open space;
- is of good design in appearance and function;
- enhances the City's environment and distinctive identity by adding to its pattern of streets and spaces, reinforces existing landmarks and other familiar features, and makes it easier and pleasant for people to find their way around;

- creates buildings, routes and spaces which are safe, secure and accessible to all members of the community;
- minimises the likelihood of future obsolescence, and attendant blight and waste of resources, by being designed in a versatile form which will facilitate future changes in uses rather than redevelopment;
- involving a number of buildings has their interrelationship carefully considered from the outset of design; and
- is provided with a landscape setting which makes fullest use of existing levels, greenery and other site characteristics and which will contribute to sustaining and increasing tree cover and wildlife habitats in the City. Landscaping of development should not be an afterthought. Full details should be submitted with planning applications,

and further that new development and the approach to the loss of existing development fully exploits its potential to screen noise sensitive uses and outside areas from external noise sources including traffic.

4.35 All development proposals for new buildings, alteration of existing buildings or for open areas to which the public will have access will be assessed in the light of the Development Control Policy Statement: Access For All. The emphasis will not be just on people with a disability but children, the elderly and people with temporary mobility difficulties. Working towards a barrier free environment with an emphasis on equality of access will benefit every member of the community.

Childcare facilities

EN1.2 WHERE APPROPRIATE, THE COUNCIL MAY SEEK TO ENTER INTO PLANNING OBLIGATIONS WITH A DEVELOPER FOR THE PROVISION OF CHILDCARE FACILITIES IN DEVELOPMENTS WHICH THE PUBLIC VISIT AND IN WORKPLACES.

4.36 Childcare facilities include changing and feeding rooms, toilets, play equipment, creche nurseries and playgroups. The provision of childcare facilities in buildings used by the public is very inadequate. This causes problems for people with children who are not able to take full advantage of services and employment opportunities.

4.37 The provision of childcare facilities in shopping centres, sports and leisure facilities, and community meeting places will make shopping or attending social gatherings easier for people with young children. The provision of creches and nurseries in workplaces, training centres and higher and further education centres will enable more women to work or undertake training and education. This will particularly benefit single persons and those on low incomes. In assessing specific proposals, due account will be taken of the adequacy of existing provision made by the applicant. Organisations such as the University of Newcastle upon Tyne already make provision for childcare in a variety of ways. The extent to which such organisations should make further provision within new schemes will be assessed with reference to their existing provision.

Art in the environment

EN1.3 IN DEVELOPMENT AND IMPROVEMENT SCHEMES, ENCOURAGEMENT WILL BE GIVEN TO THE PROVISION OF NEW WORKS OF ART. IN DETERMINING APPLICATIONS FOR PLANNING PERMISSION THE LOCAL PLANNING AUTHORITY WILL HAVE REGARD TO THE CONTRIBUTION MADE BY ANY SUCH WORKS TO THE APPEARANCE OF THE SCHEME AND THE AMENITIES OF THE AREA.

4.38 Distinctive works of art help create a sense of identity which in turn can act as a stimulus for regeneration. The carrying out of works throughout the City will boost its image, engender civic pride and support the local economy through use of local artists, materials and labour.

THE APPEARANCE OF THE CITY

EN2 THE APPEARANCE OF THE CITY FROM MAIN APPROACHES AND FROM MAJOR MOVEMENT CORRIDORS THROUGH THE BUILT UP AREA AND FROM OR ACROSS THE RIVER TYNE WILL BE ENHANCED BY:

- A. ENCOURAGING, ASSISTING AND CARRYING OUT IMPROVEMENTS TO LAND AND BUILDINGS;**
- B. REQUIRING IMAGINATIVE DESIGN IN NEW DEVELOPMENT, WITH SENSITIVITY TO ITS SETTING, AND HIGH STANDARDS OF MATERIALS AND LANDSCAPING; AND**
- C. PROMOTING LANDSCAPED CORRIDORS INTO THE HEART OF THE BUILT UP AREA TO LINK THE CITY WITH THE COUNTRYSIDE.**

4.39 The main approaches to the City and major movement corridors through the built up area are particularly important in that they are seen daily by large numbers of residents, commuters, shoppers and visitors. These areas play a major part in promoting the general perception of Newcastle as an attractive and interesting place, and merit special attention. The approaches and corridors cross a variety of rural, suburban and urban settings, and a corresponding range of measures will be appropriate, including tree and hedgerow planting, landscaping of railway cuttings, improving vistas from bridges, and enhancing building frontages and forecourts. Resources will continue to be concentrated within selected corridors to reclaim derelict land and encourage owners to improve their land and buildings.

EN2.1 DEVELOPMENT WHICH WOULD HARM THE FOLLOWING VIEWS WILL NOT BE ALLOWED:

- A. FROM MAIN APPROACHES TO THE CITY AND CITY CENTRE;**
- B. FROM MAJOR MOVEMENT CORRIDORS;**
- C. FROM OR ACROSS THE RIVER TYNE;**
- D. TO THE NORTH TOWARDS THE CHEVIOTS, SIMONSIDE, AND OPEN COUNTRYSIDE; AND**
- E. OF HISTORIC BUILDINGS OR SKYLINES OR OTHER DISTINCTIVE LANDMARK BUILDINGS AND STRUCTURES.**

4.40 Many of the City's approaches and corridors offer attractive wider views across the City of historic buildings, skylines or distinctive landmarks, or out to the surrounding countryside including the distant Simonside and Cheviot Hills. These views make a significant contribution to the City's identity, and development proposals will be considered with regard to their impact on them. Developments which intrude into these views should avoid detracting from them. Where appropriate they should enhance them by adding new landmarks which would contribute to the dramatic vistas which form an important part of the City's environment. The list of approaches and major movement corridors set out in policy EN2.3 below and shown in Map 1 includes viewpoints within adjacent districts. The City Council intention under policy EN2.1 is to control development within the City which could be seen from these more distant viewpoints

4.41 Adjacent local authorities will be consulted where proposed developments would significantly affect important views and skylines when viewed from outside the City boundaries.

EN2.2 THE FOLLOWING BUILDINGS AND STRUCTURES ARE IDENTIFIED FOR THE PURPOSES OF POLICY EN2.1:

1. Byker Wall and Tom Collins House
2. Monument Mall Dome
3. Queen Elizabeth Bridge (Metro)
4. Redheugh Bridge
5. St. James Park Football Stadium
6. St. Nicholas Hospital (Central Tower)
7. Spillers Mill
8. Swan House

4.42 The above list comprises distinctive landmark buildings and structures which are not listed buildings.

EN2.3 THE FOLLOWING MAIN APPROACHES TO THE CITY AND TO THE CITY CENTRE, AND MAJOR MOVEMENT CORRIDORS, ARE IDENTIFIED FOR THE PURPOSES OF POLICIES EN2 AND EN2.1:

MAIN APPROACHES TO THE CITY

- Rail:*
- East Coast Main Line
 - 1. approaching and crossing King Edward Bridge
 - 2. Little Benton Area

- Sunderland Line
- 3. approaching and crossing High Level Bridge

- Metro:*
- 4. Crossing Queen Elizabeth Bridge
 - 5. Approaching Kenton Bankfoot

- Road:*
- From north
 - 6. A1 Western Bypass
 - 7. A1/B1318 Great North Road

- From north east
- 8. A189 Salters' Lane

- From east
- 9. A1058 Coast Road

- From south-east
- 10. A6115 Felling Bypass

- From south
- 11. A167 Gateshead Flyover/Tyne Bridge
- 12. A184/A189 Consett Route/Redheugh Bridge
- 13. A1 Gateshead Western Bypass/Blaydon Bridge
- 14. A695 Blaydon Highway/Scotswood Bridge

- From west
- 15. A69/West Road
- 16. B6324 Stamfordham Road

- From north west
- 17. A696 Woosington Bypass

APPROACHES TO THE CITY CENTRE

- Rail:*
- 18. King Edward Bridge to Central Station
 - 19. Ouseburn Viaduct to Central Station

- Metro:*
- 20. Crossing Queen Elizabeth Bridge
 - 21. Byker Station to Byker Metro Viaduct

- Road:*
- From north
 - 22. B138 Great North Road crossing Town Moor

- From east
- 23. A193 Shields Road crossing Byker Bridge
- 24. A186 Walker Road/City Road at St. Anthony's Recreation Ground and Glasshouse Bridge to Milk Market

- From south
- 25. A167 Tyne Bridge
- 26. A189 Redheugh Bridge

- Road:* From west
27. A695 Scotswood Road at Marlborough Crescent
 28. A186 Westgate Road, Westgate Hill School to Blenheim Street
- From north-west
29. A189 Grandstand Road/Barrack Road, Cow Hill to Gallowgate
 30. A167 North West Radial, Cow Hill to Great North Road

MAJOR MOVEMENT CORRIDORS THROUGH CITY

- Rail:* 31. East Coast Main Line, King Edward Bridge to Little Benton
- Metro:* 32. All of the system within City
- Road:*
33. A1 Wideopen to Blaydon Bridge
 34. B1318/A167(M) Brunton Park to Tyne Bridge
 35. A187 Salters' Bridge to Redheugh Bridge
 36. A1058/A167/B6324/A696 Heaton to Stamfordham Road and Woolsington Bypass
 37. A193/A167(M)/A186/A69 Shields Road via Mosley Street to West Road
 38. A186/B1600/A695 Walker via Quayside to Scotswood Bridge

LANDSCAPE AND TREES

EN3 THE QUALITY OF THE CITY'S LANDSCAPE WILL BE ENHANCED BY PROTECTING AREAS OF GREATEST VALUE, RETAINING TREES AND WOODLANDS, AND GREATLY INCREASING THE AMOUNT OF PLANTING

EN3.1 DEVELOPMENT WHICH WOULD DEMONSTRABLY HARM THE FOLLOWING AREAS OF EXCEPTIONAL LANDSCAPE VALUE WILL NOT BE ALLOWED:

1. Big Waters
2. Gosforth Park
3. Jesmond Dene
4. Newburn/Throckley/Walbottle, environs of
5. Town Moor
6. Woolsington Park

4.43 Some areas of the City's landscape are judged to be of special value and worthy of special protection. These designations are based on an assessment of landscape value which takes account of:

- features of visual interest and value;
- recreational value;
- importance to the wider landscape or townscape of the City including views across or from it.

4.44 Development which would harm the value of one or more of the above will not normally be allowed. These are matters which will be taken into account where relevant in the determination of planning applications

EN3.2 WHERE APPROPRIATE, DEVELOPMENT PROPOSALS SHALL RETAIN WOODLAND, TREES, HEDGEROWS AND SHRUBS, AND THE COUNCIL WILL ATTACH CONDITIONS FOR THEIR PROTECTION DURING AND AFTER CONSTRUCTION; WHERE SUCH FEATURES ARE WORTHY OF PROTECTION BUT THEIR LOSS IS UNAVOIDABLE REPLACEMENT PLANTING WILL BE REQUIRED

4.45 Development can have a great impact on trees and shrubs within and beyond the site. The purpose of this policy is to minimise this impact and ensure that the amenity of healthy trees is maximised and any loss compensated for by new planting. Where loss is unavoidable replacement planting will be required within the curtilage of the site or, where this is appropriate, in the surrounding area

4.46 Detailed guidance on these matters is set out in Development Control Policy Statement: Landscaping.

EN3.3 THE PLANTING OF NEW WOODLANDS WILL BE PROMOTED AND ENCOURAGED BY REQUIRING DEVELOPERS OF MAJOR SITES TO INCLUDE WOODLANDS IN THEIR PROPOSALS AND/OR TO CONTRIBUTE TO THE COST OF WOODLANDS ELSEWHERE IN THE VICINITY. MINERAL AND COAL EXTRACTORS WILL BE REQUIRED TO INCLUDE SIGNIFICANT AREAS OF NEW WOODLAND IN RESTORATION SCHEMES.

4.47 Woodlands cover only about 4% of Newcastle's countryside, with most concentrated around Gosforth Park, Woosington Park and Prestwick Carr. There are further substantial woodlands in the urban area. Very little is managed commercially.

4.48 Major opportunities for new woodlands may lie with restoration after opencast mining or other construction projects and in association with major new development such as the Northern Development Area. The City Council has some landholdings which may be suitable for woodland planting and will look to include new woodlands in schemes on its own land including the restoration of derelict land.

4.49 The use of locally native species in new woodland planting will be encouraged in all cases. Creation of new woodlands should not prejudice existing valuable wildlife habitats. The possibility of including alternative wildlife habitats instead of some parts of proposed woodlands should always be considered at an early stage

4.50 This policy for woodland planting should be complementary to those for improving public access into the countryside and enhancing the nature conservation value of land. Together they can have more than local benefits, for example through creating a setting for new housing and business development, softening the edges of the existing built up area and adding to the recreation and leisure potential of the countryside.

Community woodlands

4.51 A community woodland brings together tree planting, access for recreation and nature conservation. The additional, essential component is involvement of the local community. The concept is flexible and if the designated area is large enough, a community woodland may not all be planted and other uses including recreation and farming could be incorporated or retained.

4.52 The creation of community woodlands in co-operation with landowners and occupiers will be encouraged and will provide opportunities for public participation in their design, implementation and management. The Council will assist landowners to prepare woodland planting schemes and to obtain grant assistance.

EN3.4 LAND IS ALLOCATED FOR THE CREATION OF COMMUNITY WOODLAND AT:

1. Dewley Farm
2. Gosforth Park
3. Kenton Bank
4. Northern Development Area
5. Richard Pit
6. St. John's
7. Salters Lane
8. Whorlton Hall
9. Woosington

4.53 These sites are identified on the Proposals Map as potential community woodlands. Other opportunities will arise during the Plan period. The City Council will prepare a phased, flexible programme to encourage community woodlands within the framework of this Plan. This programme will be incorporated in the City Council's Countryside Strategy, which is reviewed annually. There is no intention that compulsory purchase powers will be used to implement community woodlands; their creation must be through co-operation with all interested parties.

4.54 The proposed community woodlands in the Northern Development Area are related to proposals for economic development or housing on adjacent sites. In some locations these woodlands will be addressed in the relevant master plan or development brief. Where appropriate developers may be required to enter into planning obligations to secure these.

Rivers and riverside

- EN4 DEVELOPMENT CLOSELY RELATED TO THE RIVERS AND RIVERSIDES WILL ONLY BE PERMITTED IF IT:
- A. IS APPROPRIATE, IMAGINATIVE AND SENSITIVE TO RIVER SETTINGS;
 - B. CONTRIBUTES TO THE RENEWAL AND IMPROVEMENT OF RIVERSIDE CORRIDORS; AND
 - C. DOES NOT SIGNIFICANTLY DETRACT FROM THE AMENITY OF A RIVERSIDE CORRIDOR OR REDUCE ACCESS TO THE RIVERSIDE.

4.55 The Rivers Tyne and Ouseburn and their banks are a major asset to the City, and contribute greatly to its character. The removal of obsolete developments presents the opportunity for a fresh approach to the potential for attractive new development, recreation and landscaping, and the preservation and enhancement of buildings, areas or other features of interest such as wildlife habitats.

4.56 The City Council will seek to achieve the maximum benefit for the community from changes on the riverside. For a period much of the area subject to most change was the planning responsibility of the Tyne and Wear Development Corporation.

4.57 Special consideration will need to be given to the location and design of any industrial uses in a riverside location to minimise any adverse impact on the appearance and use of the area. The Council will further seek to improve the appearance, public accessibility, nature conservation and recreational potential of the rivers and riversides through:

- encouraging and carrying out improvements to land and buildings on river frontages or on visually prominent locations along the river corridors; and
- seeking to improve access to rivers and riverside wherever possible for appropriate active or passive recreation for all parts of the community, including provision for people with disabilities.

OPEN SPACE AND RECREATION

INTRODUCTION

4.58 Open space, which offers opportunities for exercise, development of sporting skills, relaxation, and fresh air, is essential to the City's health and wellbeing. It also contributes to a well-balanced land use mix, a good environment, development of tourism, and a successful economy. Newcastle is a densely developed City and is under-provided with open space particularly in the inner areas.

4.59 The Plan's open space and recreation policies are under three main headings.

1. Open space standards

The City Council will seek to raise the standards of open space provision, particularly in the inner areas. Every effort will be made to improve existing open space and create new open space through the development process so that a range of formal and informal recreational opportunities is accessible to all the City's population.

2. Protection of open space

Protecting open space is crucial to the Plan's environmental aims. The City Council wishes to ensure that no open space is lost to development for other purposes except in very special circumstances for the benefit of the community.

3. The Recreational Route Network

The development of the City's Recreational Route Network will improve access to urban open spaces and link the urban areas with the countryside. Priority will be given to improving the Network in the inner city to increase the relatively limited opportunities for recreation.

4.60 Open space may be public or private, or associated with schools or other institutions. All, with their different means of access by the community, are important to the overall level and quality of provision. New forms of recreation with a variety of locational requirements, may emerge over the Plan period, and the policies are designed to accommodate them, while safeguarding other important considerations such as residential amenity, and the quality of the countryside.

OPEN SPACE STANDARDS

OS1 THE BEST POSSIBLE STANDARDS IN THE RANGE, AMOUNT, DISTRIBUTION, ACCESSIBILITY AND QUALITY OF OPEN SPACE WILL BE SOUGHT THROUGHOUT THE CITY BY:

- A. PREVENTING THE LOSS OF OPEN SPACE TO DEVELOPMENT;*
- B. MAINTAINING AND IMPROVING EXISTING OPEN SPACE;*
- C. CREATING NEW OPEN SPACE WHERE OPPORTUNITIES OCCUR AND IN ASSOCIATION WITH NEW DEVELOPMENT;*
- D. PROMOTING RECREATION IN THE COUNTRYSIDE THROUGH SCHEMES FOR ENVIRONMENTAL IMPROVEMENT, PUBLIC ACCESS, AND APPROPRIATE FACILITIES; AND*
- E. PURSUING PROVISION FOR ALL NEEDS IN THE COMMUNITY, INCLUDING THOSE OF CHILDREN, THE ELDERLY, AND PEOPLE WITH DISABILITIES.*

4.61 Most open space will be used for formal recreation including sports pitches and bowling greens, or informal recreation such as walking, sitting and childrens play. Some open space, however, may be of mainly visual or nature conservation value.

4.62 The aims behind this policy will be achieved through statutory development control powers and the implementation of master plans and development briefs. They will also be an important subject for planning obligations.

4.63 The City Council will direct its own budgets and spending programmes to maintenance and improvements, and new provision in association with reclamation and environmental improvement schemes. When appropriate the City Council will seek land reclamation grant to achieve these objectives. It will also act through advice to and negotiation with private landowners to secure new facilities such as access to the countryside or riverside.

OS1.1 DEVELOPERS WILL BE REQUIRED TO PROVIDE OPEN SPACE IN ASSOCIATION WITH HOUSING DEVELOPMENT AND MAJOR DEVELOPMENTS FOR OTHER LAND USES.

4.64 Incorporating open space in new developments is fundamental to the stated objective of creating and improving open space provision in the City. Open space requirements for housing development will be assessed against the guidelines set out in policy OS1.2. Where the provision of open space on site is not practicable or appropriate, and where there is a deficiency of open space in the neighbourhood, the Council may seek to enter into planning obligations with a developer regarding the improvement of open space nearby which is accessible to the scheme.

4.65 For major developments for other land uses, where appropriate the provision of useable accessible open space should be provided as an integral part of the design for the benefit of users, visitors and the neighbourhood in which the development is located. In the case of sheltered housing accommodation, it is recognised that it is rarely appropriate that open space, other than private amenity space, should be provided on-site, but such schemes will be expected to include appropriate provision of new, or enhancement of existing, recreational open space consistent with the requirements of the development and the character of the area. Where appropriate, the Council may seek to enter into planning obligations with a developer to that effect.

OS1.2 IN THE DETERMINATION OF PLANNING APPLICATIONS FOR RESIDENTIAL DEVELOPMENT, THE COUNCIL WILL HAVE REGARD TO THE FOLLOWING STANDARDS IN ASSESSING THE APPROPRIATE AMOUNT AND DISTRIBUTION OF OPEN SPACE REQUIRED AS PART OF, AND AS A RESULT OF, THE PROPOSALS;

- A. NEIGHBOURHOOD AND CITY CENTRE PARKS - SUBSTANTIAL PUBLIC SPACES PROVIDING FOR A RANGE OF ACTIVE AND PASSIVE PURSUITS FOR PEOPLE OF ALL AGES AND ABILITIES. MOST HOUSEHOLDS SHOULD BE WITHIN 0.5 KM OF A PUBLIC PARK OF 6 HECTARES MINIMUM;**
- B. LOCAL OPEN SPACES - 1.2 HECTARES FOR 1,000 PERSONS;**
- C. SPACES FOR OUTDOOR SPORT - PROVIDING FACILITIES FOR INDIVIDUAL PARTICIPATION IN SPORT AS WELL AS FOR ORGANISED TEAM GAMES - 1.1 HECTARES PER 1,000 POPULATION, INCLUDING EDUCATION FACILITIES USED BY THE PUBLIC;**
- D. OTHER SPECIALIST RECREATION FACILITIES - SPACES PROVIDING OPPORTUNITIES FOR HORTICULTURE AND KEEPING ANIMALS, E.G. ALLOTMENTS AND STABLES - ALLOTMENT PLOTS SHOULD BE AVAILABLE FOR APPROXIMATELY 5% OF THE POPULATION OF 30-75 YEARS; AND**
- E. THE AVAILABILITY OF AREAS OF NATURE CONSERVATION VALUE, COUNTRYSIDE CHARACTER, COMMUNITY WOODLAND OR COUNTRY PARKS WHICH CAN PROVIDE FOR A WIDE RANGE OF PASSIVE RECREATIONAL ACTIVITY.**

4.66 These are the minimum standards for outdoor recreation that the City Council wishes to achieve during the Plan period. They provide the basis for broadly quantifying the open space needs of existing neighbourhoods and new housing, and other forms of development. They cannot be tightly prescriptive, but will enable the adequacy of provision to be assessed in considering proposals affecting the supply, quality or distribution of existing open space. Ideally no dwelling should be more than 1.5km from football and cricket facilities, and most households should be within 0.5km of tennis and bowls facilities. Other specialist recreation facilities should also be within 0.5km.

4.67 For new housing, the standards will indicate overall requirements; the precise type, form and location being determined by local circumstances, and guided where appropriate by a master plan or brief. It may be necessary to require developers to enter into planning obligations to secure the provision, lay out and maintenance of new open space in association with new development.

4.68 Educational open space makes up a large part of the City's recreational provision. Detached school playing fields are regarded as freestanding planning units, and are included in the assessment of open space under the standards. Open space attached to the school buildings is ancillary to the educational use, and is not included. Where, however, such space is subject to dual use - shared use with clubs or other groups in the wider community for outdoor sports or informal recreation - it will be included in the assessment of open space taking into account the actual recreational value and assured continuity of the dual use agreement. When attached space becomes surplus to educational requirements and is retained for alternative recreational use, it will be included within the standards assessments.

4.69 A number of areas are particularly lacking in neighbourhood parks, notably Fenham, West Denton, Kingston Park, Blakelaw, Newbiggin Hall, Chapel Park and Scotswood. The City Council will seek to increase provision to meet the standards throughout the City, by:

- improving existing open space;
- creation of new space in reclamation and environmental improvement schemes;
- dual use of current educational land;
- conversion of surplus educational land to public use; and
- requiring new provision in association with proposed development.

4.70 Larger industrial and business developments require recreational open space as part of their amenities. This may be provided and maintained within the development as part of the scheme. Alternatively, available local open space may require to be extended or improved to accommodate extra use, and developers' contributions will be sought for necessary works and maintenance. The type, form and location of open space will be influenced by local circumstances such as nearby countryside, a riverside location, nature conservation potential, or intensive City Centre activities.

OS1.3 DEVELOPERS WILL BE REQUIRED TO PROVIDE OPEN SPACE IN ASSOCIATION WITH NEW DEVELOPMENT IN ACCORDANCE WITH POLICIES OS1- 1.2 IN THE FOLLOWING AREAS:

1. Gallowgate Coach Station/Bath Lane Car Park
2. Little Benton
3. Newburn Haugh
4. Northern Development Area
5. St. Nicholas Hospital
6. West of Central Station

4.71 These are areas proposed for major new development or redevelopment in the Plan. The provision of useful open space is an integral part of achieving successful development which achieves the main aims of the Plan. The list is not exclusive and requirements for the provision of open space for developments as they are brought forward will be considered in accordance with the Plan's open space policies.

4.72 At Newburn Haugh and the Northern Development Area the scale, type and location of open space will be determined by the preparation of master plans. Proposals for St. Nicholas Hospital and Gallowgate Coach Station will be guided by development briefs.

PROTECTION OF OPEN SPACE

OS1.4 DEVELOPMENT WHICH WOULD CAUSE DEMONSTRABLE HARM TO ANY PUBLIC OPEN SPACE, OR PRIVATE OPEN SPACE FOR OUTDOOR SPORT, WILL NOT BE ALLOWED. HARM INCLUDES LOSS OF THE SPACE IN WHOLE OR PART. DEVELOPMENT, THEREFORE WILL ONLY BE ALLOWED IN EXCEPTIONAL CIRCUMSTANCES IN ACCORDANCE WITH POLICY OS1.5. HARM WILL BE ASSESSED ACCORDING TO THE IMPACT ON THE VALUE, ACTUAL OR POTENTIAL, OF THE OPEN SPACE FOR ANY ONE OR MORE OF THE FOLLOWING PURPOSES:

- A. INCLUSION WITHIN A GREEN WEDGE LINKED TO THE COUNTRYSIDE OR LAND OF COUNTRYSIDE CHARACTER WITHIN THE URBAN AREA;
- B. PROVISION FOR PARTICULAR SPORT OR OTHER ORGANISED RECREATIONAL ACTIVITY;
- C. PROVISION FOR INFORMAL OR CASUAL RECREATION, INCLUDING CHILDREN'S PLAY AND RECREATIONAL ROUTES;
- D. PROVISION FOR HORTICULTURAL OR OTHER SIMILAR SPECIALISED RECREATION SUCH AS ALLOTMENTS AND PIGEON CREES;
- E. OPENNESS AND/OR GREENERY PROVIDING VISUAL RELIEF IN A BUILT-UP AREA;
- F. CONTRIBUTION TO THE AMENITY OF A LOCALITY; OR
- G. PRESERVATION OF A WILDLIFE HABITAT OR CONTINUITY OF A WILDLIFE CORRIDOR.

4.73 The standards in policy OS1.2 provide a largely quantitative means of gauging the importance of an open space; for example a sports pitch in an area of under-provision can clearly meet an identified need. However, the value of any particular open space is likely to be more complex, meeting a number of needs which will also be qualitative and which may be summarised as recreational, visual or ecological in any combination. In addition, an open space or facility may be of purely local value or be of wider, even city-wide importance. It may also have potential value which could be realised through improvement or different recreational use.

4.74 Open space subject to this policy includes sites set out under policy OS1.6 and shown on the Proposals Map, and any others of significance to their locality or wider area.

4.75 Educational open space declared surplus to requirements must first be assessed in accordance with the policies above to determine whether it is to be retained for alternative recreational use, either for public or private purposes. In the case of attached space it will be necessary to define the net area to be assessed: generally, it will consist of pitches, courts and significant informal space, distinct from the building footprint and associated hard surfaces such as accesses, and car parks.

4.76 Although they are not subject to this policy, every effort should be made to preserve good quality built facilities such as sports halls, pools and changing facilities which may make an important contribution to overall recreational provision.

OS1.5 DEVELOPMENT AFFECTING AN OPEN SPACE SUBJECT TO POLICY OS1.4 MAY ONLY BE ALLOWED IF ANY OF THE FOLLOWING EXCEPTIONAL CIRCUMSTANCES APPLY:

- A. IT IS FOR RECREATIONAL PURPOSES RELEVANT TO THE USE OF THE SPACE; OR
- B. IT IS FOR NEW OR IMPROVED ESSENTIAL LOCAL COMMUNITY FACILITIES FOR WHICH THERE IS NO SUITABLE ALTERNATIVE SITE; OR
- C. THE ONLY MEANS OF RETAINING OR ENHANCING THE OPEN SPACE IS THROUGH DEVELOPMENT OF A SMALL PART; OR
- D. ALTERNATIVE PROVISION OF EQUIVALENT COMMUNITY BENEFIT IS MADE AVAILABLE.

4.77 This policy provides for rare exceptions in the operation of policy OS1.4 and establishes necessary safeguards to minimise and compensate for any loss of amenity or usefulness, or other impact on the open space. Policies for the protection of residential amenity and other important interests will also, of course, apply where appropriate.

4.78 The most common form of development is likely to be (A) i.e. that related to the actual use of the space, where the main concern will be that it is in keeping with its setting as regards scale, design, materials, landscaping and general character.

4.79 In the case of (B) a much needed community facility may only be possible through its development on open space, and the loss will have to be weighed against the benefit, and demonstrable absence of a suitable alternative site.

4.80 Where safeguarding or essential improvements for an open space as a whole are to be financed by development of a small part of it, the case must be clearly demonstrated (C). The Council will seek to enter into planning obligations or agreements with developers to ensure that all the money raised from the development will be used for the specified open space purposes. Where alternative space or facilities are proposed (D) the comparability of the alternative as regards factors such as scale, quality and accessibility will be taken into account.

OS1.6 THE FOLLOWING SITES ARE IDENTIFIED AS OPEN SPACE FOR THE PURPOSES OF POLICIES OS1, OS1.2, OS1.4 AND OS1.5.

COUNTRY PARKS

CA 10 Ouseburn Country Park
NE 15 Newburn Country Park

AREAS OF COUNTRYSIDE CHARACTER

JE 01 Jesmond Dene
KE 06 Nuns Moor
LE 05 Sugley Dene
MR 01 Castle Leazes
MR 02 Hunters Moor
MR 09 Town Moor
NE 14 Walbottle Dene
SA 13 Jesmond Vale
SC 06 Denton Dene (south)
SG 06 Dukes Moor
WA 03 Walker Riverside Park
WI 09 Nuns Moor (south)

NEIGHBOURHOOD AND CITY CENTRE PARKS

BE 08 Hodgkin Park, Benwell
DE 06 Freeman Park
FA 04 Fawdon Park
FA 06 North Kenton Park
GR 08 St. Nicholas Park, Gosforth
JE 03 Brandling Park
MR 10 Exhibition Park
MR 11 Leazes Park
SA 16 Heaton Park
SA 17 Armstrong Park
SG 07 Gosforth Central Park
WI 03 Nuns Moor Park, Fenham
WA 04 Walker Park
WE 09 Elswick Park

LOCAL OPEN SPACES

Benwell

BE 01 Land to south of Benwell Nature Park
BE 02 Armstrong Road/Pipetrack Lane
BE 03 Land to east of South Benwell Road
BE 04 Former Pendower Primary School
BE 05 Amelia Walk
BE 06 Scotswood Road
BE 15 Benwell Nature Park

continued

- BE 17 West of Newcastle Business Park
- BE 99 Hadrian's Way (part)

Blakelaw

- BL 01 Former Kenton Bankfoot Quarry
- BL 02 Land to east of Stuart Court
- BL 03 Hartburn Walk
- BL 04 Blakelaw Road
- BL 06 Land east and west of Cragston Close
- BL 07 Stamfordham Road/Chessar Avenue
- BL 08 Land at Etal Lane
- BL 09 Etal Way
- BL 10 Ponteland Road
- BL 14 Etal Park Linear Open Space
- BL 16 East of Newbiggin Dene
- BL 22 Blakelaw Quarry
- BL 23 Moulton Court

Byker

- BY 01 Chillingham Road/North View
- BY 02 Union Road/Fossway
- BY 03 Spires Lane
- BY 04 Bothel Street, Bamburgh Terrace
- BY 05 Bothel Street
- BY 06 Relton Avenue
- BY 07 Ayton Park
- BY 08 St. Michaels Mount
- BY 09 St. Lawrence Park
- BY 10 Ballast Hill Park
- BY 15 Land at Byker Buildings
- BY 16 Land under Byker Bridge and City Farm
- BY 99 Hadrian's Way (part)

Castle

- CA 02 Land north of Recreation Ground, Westfield Avenue
- CA 03 Woodend Way, Kingston Park
- CA 04 Gala Field, Kingston Park
- CA 05 Rear of Shannon Court
- CA 06 Lincoln Green
- CA 17 Gala Field, Hazlerigg
- CA 19 Land at Drysdale Court/Darrell Street

Dene

- DE 01 Coxlodge Wagonway
- DE 02 Spalding Close
- DE 03 The Spinney Recreation Ground
- DE 04 Stephenson Road/Newton Road (west)
- DE 05 Stephenson Road/Newton Road (east)
- DE 20 Little Benton

Denton

- DN 01 Land west of Barbondale Lonnen
- DN 02 Alnham Green
- DN 03 Byrness
- DN 04 Aydon Walk
- DN 05 Birkshaw Walk
- DN 06 West Denton Way
- DN 07 Dunblane Crescent
- DN 08 Wagonway, North Walbottle (east)
- DN 13 Abbey Farm
- DN 20 Land South of Linhope First School
- DN 21 Land South of Denton Park Middle School

Elswick

- EL 01 Rear of Oakfield Gardens
- EL 02 East of Canning Street School
- EL 03 Land between Sceptre Street and Elswick Road

continued

Fawdon

- FA 01 Land at Hazeldene Avenue
- FA 02 Rear of Dorrington Road
- FA 05 Hillsview Avenue/Ayton Way

Fenham

- FE 01 Greentree Square, Slatyford
- FE 02 Tebay Drive, Whitbeck Road, East Denton
- FE 03 Rear of Haydon Place (Slatyford Pit Heap)
- FE 04 Denton Burn Community Centre, Slatyford Lane
- FE 05 Denton Dene (north)
- FE 06 Stamfordham Road

Grange

- GR 01 Cheswick Drive
- GR 02 Woodlea Gardens
- GR 03 Land east of Whitebridge Park
- GR 04 Land adjacent to Ouseburn Whitebridge Park
- GR 05 Land at McCracken Park
- GR 07 Regent Farm Road

Heaton

- HE 01 Iris Brickfields

Jesmond

- JE 16 Land adjacent to St. George's Parish Church

Kenton

- KE 01 Montagu Park
- KE 02 Bowfell Avenue, Cowgate
- KE 03 Grasswell Drive/Harehills Avenue
- KE 04 Burnfoot Way/Roeburn Way
- KE 05 Wycliffe Avenue, Montagu Estate

Lemington

- LE 01 Land west of Western Bypass, Dumpling Hall
- LE 02 Vallum, south of Wallington Drive
- LE 03 Land north of Lemington Road (part of Percy Pit)
- LE 04 Linear open space between Hospital Lane and Burnham Avenue
- LE 16 Warkworth Street
- LE 99 Hadrian's Way (part)

Monkchester

- MK 01 Rear of Vallum Road
- MK 02 Tunstall Avenue

Moorside

- MR 04 Prospect Place
- MR 05 East of Vallum Way
- MR 06 Adjoining Hancock Museum
- MR 07 St. Thomas's Churchyard and adjoining Civic Centre
- MR 08 Claremont Road

Newburn

- NE 01 Land south of Quarry Park, Throckley
- NE 02 North of Woodlands, Throckley
- NE 03 Hill House Road (east)
- NE 04 Hill House Road (west)
- NE 05 Tillmouth Park Road
- NE 06 Leazes Park Road
- NE 07 The Paddock
- NE 08 Walbottle Quarry, Walbottle Road
- NE 09 Dene Terrace
- NE 10 Percy Pit
- NE 11 Land between Hospital Lane and Lemington Road (part Percy Pit)
- NE 12 Walbottle Wagonway
- NE 13 Municipal offices, Newburn Road
- NE 29 Land south of Walbottle Dene
- NE 99 Hadrian's Way (part)

continued

Sandyford

SA 01	City Stadium, Shieldfield
SA 02	Greystoke Gardens
SA 03	Melbourne Court, St. Anns
SA 04	St. Ann's Close
SA 05	Tarset Street
SA 06	Ouseburn Park

Scotswood

SC 01	Scotswood Road
SC 02	Whitfield Road
SC 03	Cranbrook Road
SC 04	St. Margarets Road
SC 14	Denton Dene (south)
SC 15	Millennium Green
SC 99	Hadrian's Way (part)

South Gosforth

SG 01	Station Road/William Street
SG 02	Rear of Audley Road
SG 03	Lodore Road
SG 04	Little Moor
SG 05	Elgy Road

Walker

WA 01	St. Anthony's Churchyard
WA 02	Rhodes Street/Station Road
WA 12	Land at Greenford Road
WA 14	Land at Walker Riverside
WA 15	Pottery Bank
WA 99	Hadrian's Way (part)

Walkergate

WG 01	Waverdale (west)
WG 02	Waverdale (east)
WG 03	Rear of Pinewood Close
WG 04	Rear of Larchwood Avenue
WG 05	Stockwell Green
WG 06	Rear of Whinneyfield Road
WG 99	Hadrian's Way (part)

West City

WE 01	Campbell Place, Westgate Road
WE 02	Westgate Hill Cemetery
WE 03	Kirkdale Green, Rye Hill
WE 04	North of Cambridge Street, Elswick
WE 05	Cruddas Park
WE 06	Sanderson Street
WE 07	Scotswood Road/Maple Street
WE 08	Quayside/Sandhill
WE 11	Summerhill Square

Westerhope

WH 01	Wagonway, North Walbottle
WH 02	Land at Great Whinstone Dyke
WH 03	Land south of The Boltons
WH 04	Land between Chadderton Drive and Wagonway
WH 05	Linear open space between Magenta Crescent and North Walbottle Road
WH 06	South of North Walbottle Road
WH 07	East of Ladybank
WH 08	Dunstable Place
WH 09	Kenmoor Way

continued

- WH 10 Greenway, Chapel Park
- WH 11 Rear of Hartburn Drive
- WH 12 Land at West Meadows
- WH 13 Egham Road
- WH 14 Hillhead Road/Wedmore Road
- WH 15 Hillhead Road
- WH 16 Dilston Drive
- WH 17 Rear of Roachburn Road

Wingrove

- WI 01 Cowgate Brickworks
- WI 02 Willow Avenue, Fenham

Woolsington

- WL 01 Gala Field, Newbiggin Hall
- WL 02 North of Gala Field, Newbiggin Hall
- WL 03 East Thorpe/West Thorpe, Newbiggin Hall
- WL 04 East Garth, Newbiggin Hall
- WL 05 Marsden Lane, Newbiggin Hall
- WL 06 Lowbiggin, Newbiggin Hall
- WL 08 The Oval, Woolsington
- WL 20 Newbiggin Dene
- WL 24 Old Ponteland Road

OPEN SPACE FOR OUTDOOR SPORT

Local authority

- BE 09 Gretna Road
- BL 11 McKendrick Villas
- BL 13 Blakelaw Park
- BY 12 St. Anthony's Park
- CA 07 Dinnington Recreation Ground
- CA 08 Brunswick Recreation Ground
- CA 09 Westfield Avenue Recreation Ground
- DE 07 Castle Farm Playing Fields
- DN 10 West Denton Way Playing Fields
- DN 12 West Avenue Recreation Ground
- FA 07 Dykefield Avenue Playing Field
- FE 09 King George's Field
- GR 09 Coxlodge Welfare Ground
- GR 11 Broadway West
- GR 19 Christon Road Playing Field
- LE 11 Valley View Playing Field
- LE 12 Waverley Avenue Recreation Ground
- MK 04 Fossway Recreation Ground
- MK 05 Monkchester Recreation Ground
- MR 17 Maccabi Football Ground
- MR 18 Hunters Moor Playing Fields
- NE 16 Throckley Recreation Ground
- SC 10 John Marley Playing Field
- SC 13 Scotswood Sports Centre
- WA 13 Lightfoot Sports Centre
- WG 07 Stotts Road Playing Field
- WG 13 Millers Dene, Fossway
- WG 14 Benfield Community Centre
- WH 23 Westerhope Recreation Ground
- WL 23 Land adjacent Simonside School

Education playing fields, detached

- BL 12 Cowgate, Stamfordham Road
- BY 13 Allendale Road Recreation Ground
- DE 15 Red Hall Drive (Newcastle University)

continued

DE 16 Cochrane Park (Newcastle University)
 GR 12 Broadway West
 HE 06 Medicals Ground, Heaton Road (Newcastle University)
 JE 04 Royal Grammar School
 JE 05 School for the Deaf
 JE 09 Lambton Road, Jesmond
 JE 10 Great North Road (east)
 WL 09 Bullocksteads (Northumbria University)

Private

BE 10 Benwell Hill Cricket Ground, West Road
 CA 11 Gosforth Park Pitches
 CA 13 McCracken Park Rugby Football Ground (part)
 DE 08 Sutherland Park
 DE 18 Newton Road Football Ground
 GR 10 St. Nicholas Hospital Cricket Ground
 GR 17 Fencer Hill Football/Tennis Ground
 GR 27 McCracken Park Rugby Football Ground (part)
 JE 02 Jesmond Cricket Ground
 JE 15 County Tennis Ground, Jesmond
 MR 12 Benwell Cricket Ground
 SC 12 Benwell Water Works, Axwell Park View
 SG 09 South Northumberland Cricket/Tennis Ground
 WL 10 Kingston Park Rugby Football Ground
 WL 13 Blue Star Recreation Ground, Woosington

Golf courses

CA 14 Northumberland
 CA 15 Parklands
 GR 24 City
 GR 25 Gosforth
 KE 07 Newcastle United
 WL 11 Westerhope
 WG 16 Wallsend Golf Course (part)

EDUCATION ESTABLISHMENT WITH ATTACHED OPEN SPACE

BE 13 St. Cuthberts RC Comprehensive
 BE 14 Pendower Hall Special School
 BL 17 Hilton Primary School
 BL 18 Kenton Comprehensive (including Kenton Bar Primary, St. Cuthberts Primary)
 BL 19 Thomas Walling Primary
 BL 20 Blakelaw Comprehensive
 BY 14 Welbeck Road Primary School
 CA 12 Dinnington First School
 CA 18 Kingston Park Primary School
 DE 10 Benton Park Primary School
 DE 11 St. Mary's Comprehensive School
 DE 12 Heaton Manor Comprehensive
 DE 13 Cragside Primary School
 DE 14 Castle Dene Special School/St. Peters Special School
 DE 19 Heaton Manor (North)
 DN 11 Chapel House Middle School
 DN 15 Linhope First School
 DN 16 Denton Park Middle School
 DN 17 West Denton High School
 DN 18 West Denton First School
 DN 19 St. John Vianney RC School
 DN 22 Westlands Special School
 EL 05 Canning Street School
 EL 06 Oakfield College
 FA 11 Regent Farm First School
 FA 12 North Fawdon Primary School

continued

FE 10	Stocksfield Primary School
FE 13	West Gate Community College
FE 14	Sacred Heart RC Comprehensive School
FE 15	Sacred Heart RC Primary School
GR 13	Gosforth Central Middle School
GR 20	Grange First School/Gosforth High School
GR 21	Archbishop Runcie CE First School
GR 22	Gosforth East Middle School/Gosforth Park First School/Broadway East First School
GR 23	Gosforth West Middle School/Archibald First School
GR 29	St. Charles RC School
HE 07	Ravenswood Primary School
JE 11	Royal Grammar School
JE 17	La Sagesse
KE 08	Montagu Primary School
KE 09	Mountfield Junior School
LE 09	Waverley First School
LE 10	Lemington Middle School
MR 15	Moorside Community Primary School
MR 16	Westgate Hill Primary School
NE 23	St. Cuthberts RC School
NE 24	Throckley Middle School
NE 25	Walbottle High School
NE 26	Throckley First School
NE 27	Feversham School
SA 08	Hotspur Primary School
SA 09	St. Catherine's RC Primary School
SC 08	Broadway Primary & Junior School
SG 10	South Gosforth First School
SG 11	Westfield School
SG 16	Jesmond Dene School
WA 07	Tyneview Primary School
WA 08	West Walker Primary School
WA 09	St. Anthony's CE School
WG 10	St. Albans RC School/Walker Dene School
WG 11	Walker Comprehensive
WG 15	Benfield School
WE 10	Mary Trevelyan Primary School
WH 18	Westerhope First School
WH 19	Parkway Special School
WH 25	Chapel Park Middle School
WH 26	Knop Law First School/Milecastle First School
WI 06	Cowgate Primary
WI 07	Dame Allen School
WI 08	Sacred Heart Lower School
WI 11	English Martyr's RC Primary
WL 15	Cheviot First/Chevyside Middle
WL 16	Farne First School
WL 17	St. Mark's RC Primary

ALLOTMENTS

BL 15	Etal Park Allotments, Etal Park
BY 11	Walker Road Allotments, Byker
CA 16	Allotments Coach Lane, Hazlerigg
CA 24	Walter Street, Brunswick
CA 25	Strawberry Terrace Allotments
DN 09	Longstone Square Allotments, West Denton
EL 04	Tweed Street Allotments, Fenham
EL 07	Rear of Oakfield Gardens, Benwell
FA 08	Kenton Road (rear of shops) Kenton
FE 07	Rear of Silver Lonnen, Fenham
FE 16	Rear of Fenham Hall Drive, Fenham
GR 06	Salters Bridge Allotments
GR 14	Christon Road/Rydal Road, Gosforth

continued

GR 15	Allotments at Hollywood Avenue, Gosforth
GR 16	Fencer Court Allotments, Fencer Court
HE 03	St. Gabriel's Allotments, Crompton Road, Heaton
HE 05	Armstrong Allotments, Crompton Road
HE 04	Iris Brickfield Allotments, Rothbury Terrace, Heaton
JE 12	South Highbury Allotments, Jesmond Dene Road, Jesmond
JE 13	Freemans Allotments, Jesmond Dene Road
JE 14	South Freemans Allotments, Forsyth Road, Jesmond
JE 06	Jesmond Dene Road Allotments, Jesmond
LE 07	Union Hall Road Allotments, Lemington
LE 06	North of Lemington Road, Lemington
LE 15	Dene Gardens Allotments
MK 03	Benfield Road Allotments, Walkergate
MR 14	Hunter's Moor Allotments, Fenham
MR 13	Oxnam Crescent Allotments, Spital Tongues
MR 19	Castle Leazes Allotments, Barrack Road
NE 17	Church Bank Allotments, Newburn
NE 18	Westmacott Allotments, Newburn
NE 19	Grove Road Allotments, Walbottle
NE 20	North of Hawthorn Street, Walbottle
NE 28	Blayney Row Allotments
SA 10	Woodbine Terrace Allotments, Jesmond Vale
SA 11	School House Allotments, Jesmond Vale
SA 12	Jesmond Vale Premier Allotments
SA 14	Ouseburn Allotments
SA 18	Chelmsford Grove Allotments
SC 07	Rear of Muswell Hill, Scotswood
SC 09	Betts Avenue Allotments, Scotswood
SC 11	Denton Dene Allotments
SG 12	Albury Road/Woodthorne Road Allotments
SG 13	Little Moor Allotments, Jesmond Dene Road
SG 14	Little Moor Allotments (south)
SG 15	Ridgewood Grove Allotments
SG 17	Rectory Road Allotments, South Gosforth
WA 05	St. Anthony's Allotments, Walker
WA 11	Walker Allotments
WG 09	Whinneyfield Road/Westbourne Avenue, Walkergate
WG 08	Keebledale Avenue, Walkergate
WG 12	Walkergate Allotments
WH 21	East of Rogerson Terrace, Westerhope
WH 22	East of Beaumont Terrace, Westerhope
WI 04	Nun's Moor Park, Fenham Hall Drive, Fenham
WI 10	Moorfield Allotments, Fenham Hall Drive
WI 12	Barrack Road Allotments
WL 12	Callerton Village Allotments, Callerton

CEMETERIES AND CHURCH GROUNDS

BE 12	St. John's, Elswick
BE 16	Churchyard, Bishops Road, Benwell
DE 09	Byker and Heaton Cemetery
FA 10	Church, Kingston Park Road, Fawdon
FE 08	West Road Cemetery and Crematorium
GR 18	Hollywood Avenue, Gosforth
GR 26	St. Nicholas Churchyard, Gosforth
JE 07	All Saints, Jesmond
JE 08	St. Andrews and West Jesmond Cemetery
LE 08	Combe Drive, Lemington
NE 21	Churchyard of St. Michael and All Angels
SA 07	Newcastle General, Sandyford
SA 15	All Saints Churchyard
SG 08	Elmfield Grove Cemetery
WA 06	Scrogg Road, Walkergate
WI 05	Studley Terrace, Fenham

continued

LOCAL NATURE RESERVES

CA 21	Havannah
CA 22	Big Waters
LE 05	Sugley Dene
LE 13	Lemington Gut
NE 14	Walbottle Dene
NE 22	Walbottle Brickworks
SC 05	Denton Dene (south)
WH 28	Callerton Pond

COMMUNITY WOODLANDS

BL 21	Kenton Bank
WL 19	South west of the Gables, Kenton Bank Foot
CA 01	Northern Development Area
WH 20	Whorlton Hall
WH 24	St. Johns
WH 27	Dewley Farm
WL 18	Woolsington
WL 22	Richard Pit

4.81 Sites listed under policy OS1.6 comprise all significant open space sites of 0.5 hectares or more. Their significance is their existing or potential importance to localities in recreation, visual or nature conservation terms. A minimum site size of 0.5 hectares is used so that open space can be easily identified on the Proposals Map to ensure consistency across open space categories and within neighbourhoods. Open spaces below 0.5 hectares are not listed. However, development affecting any significant small sites will also be subject to policy OS1.4.

4.82 Notwithstanding the uncertainty of its statutory protection under the Allotments act 1925, the Rectory Road site is now recognised as valuable and significant open space. It is therefore now afforded the full protection of Policies OS1.4 and OS1.5 and will be dealt with in the same terms as all other sites listed in Policy OS1.6

THE RECREATIONAL ROUTE NETWORK

OS2 A RECREATIONAL ROUTE NETWORK IS DEFINED WHICH WILL:

- A. GIVE SAFE, EASY ACCESS FOR WALKERS, CYCLISTS AND HORSE RIDERS TO KEY OPEN SPACES, RECREATION SITES AND LEISURE FACILITIES;**
- B. BE ACCESSIBLE TO ALL NEIGHBOURHOODS;**
- C. LINK THE URBAN AREA WITH THE COUNTRYSIDE;**
- D. ALLOW RECREATION IN THE COUNTRYSIDE SUBJECT TO AGRICULTURE AND WILDLIFE CONSIDERATIONS;**
- E. LINK WITH RECREATIONAL ROUTES IN ADJOINING DISTRICTS TO CREATE STRATEGIC ROUTES OF REGIONAL AND NATIONAL IMPORTANCE THEREBY WIDENING RECREATIONAL CHOICE; AND**
- F. BE ACCESSIBLE TO ALL SECTIONS OF THE COMMUNITY, INCLUDING THE VERY YOUNG, THE OLD AND PEOPLE WITH DISABILITIES.**

4.83 The Recreational Route Network takes a number of forms:

- public rights of way;
- adopted highways, footpaths and roads;
- footpaths, cycleways and walkways across public open space;
- unadopted roads and tracks;

- permissive or dedicated footpaths across private land;
- ferries and river crossings; and
- proposed routes.

The Network will be developed and extended by:

- using redundant roads and railways;
- negotiating with land owners to allow access in areas where there are no existing routes or where existing routes require realignment;
- exploiting opportunities to develop new recreational routes in major land reclamation, improvement or development schemes; and
- upgrading existing informal routes or creating new routes through existing open space to provide improved access and use, subject to wildlife considerations.

4.84 The linking of areas of even minor open space within the urban area by a recreational route can create a pleasant green corridor through neighbourhoods, increasing the usage and pleasure from each individual space. Routes themselves can add value to existing open spaces. The corridors and links and where possible appropriate planting and management regimes will be introduced along with route creation and enhancement.

4.85 Recreational routes as defined in this Plan are intended as generally off-road routes which are open to all non-motorised users: walkers, horseriders and cyclists. In practice it can prove difficult to make adequate integrated provision for all three groups on some routes. It has not been possible to identify exactly where segregated provision or long term restriction on one or more user group may be made, and thus specific networks for each can not be given yet. A start, however, has been made for cyclists.

4.86 The regular review of the Countryside Strategy will be the vehicle for progressing this task of identifying specific routes, such as bridleway networks. It is possible a separate Rights of Way and Access Strategy will be prepared in future years to cover such issues in more detail.

4.87 The policies in this section are complementary to those in the Transport section for cycling and for public rights of way. These deal with the more specific responsibilities of the City Council as highway authority. The Cycling Policy and Plan also has relevance to the planning of recreational routes. The creation of new routes where there is no current right of access will be implemented only by agreement with landowners and others with a direct interest in the land. The implementation of certain routes in the countryside may have to await either the completion of a comprehensive management scheme for an area as a whole or development which includes the route, for example a recreation development appropriate to the rural setting. There will be consultation in all cases where there is a change in status of a route to ensure that nature conservation, agriculture, local amenity and the reasonable expectations of landowners and occupiers are safeguarded.

OS2.1 HADRIAN'S WAY - THE DESIGNATED ROUTE OF THE HADRIAN'S WALL PATH NATIONAL TRAIL - WILL BE DEVELOPED AS A STRATEGIC RECREATIONAL ROUTE OF REGIONAL AND NATIONAL IMPORTANCE.

4.88 The route has great importance and special efforts will be made to ensure its continuity, integrity and quality. As a general principle there will be complete segregation from motor traffic and wherever possible the route will pass over or under roads by means of existing or new bridges or tunnels. Its significance has been increased by its designation as the Hadrian's Wall Path National Trail which will cross Newcastle using Hadrian's Way.

OS2.2 THE RECREATIONAL ROUTE NETWORK SHALL BE EXTENDED BY THE DEVELOPMENT OF THE FOLLOWING ROUTES:

1. Paradise - Scotswood Road - William Armstrong Drive
2. Benwell Lane - Fox and Hounds Lane
3. Newbiggin Dene (FP1) - Woosington Bypass (N. side) Ponteland Road
4. Newbiggin Dene (FP1) - Woosington Bypass (S. side) - FP2
5. Mallowburn Crescent - Hartburn Walk - Kenton Playing Fields - Kenton Lane
6. Wellfield Lane - Etal Lane (FP3)
7. St. Peters - Byker Railway - Conyers Road
8. Merchants Wharf, St. Peters - Glasshouse Street - St. Lawrence Road
9. Low Level Bridge - Maling Street - Ouseburn Bridge
10. Brenkley Colliery - Gardener's Houses - Br10
11. Strawberry Terrace - Dark Plantation - North Brunton Interchange (A1)
12. Great North Road Lodge (B1318) - Brandling House - Great Lime Road
13. High Gosforth Park footpaths
14. North Brunton Interchange (A1) - Brunton Lane
15. Brunton Lane - FP2
16. Kingston Park Road - Ouseburn Bridge (FP3)
17. Ouseburn Bridge - Ouseburn Culvert (FP2)
18. Ouseburn Culvert (FP2) - Woosington Bypass (E. side) East Brunton - Brunton Lane
19. Ouseburn Footbridge (FP2) - East Brunton
20. Kingston Park Road - Ouseburn Culvert (FP2)
21. Warwick Court Footbridge - Fawdon Lane
22. Meridian Way (Br36) - Victoria Glade - Railway subway (Br37)
23. Haddricks Mill Bridge (A1 91) - Gallalaw Terrace - Killingworth Road (Salters' Lane)-Salters' Bridge (RUPP6)
24. Fawdon Close - Western Bypass (East Side) - Ouseburn Culvert (FP2)
25. Burdale Avenue - Bowness Road
26. Jubilee Road - St. Nicholas Hospital
27. Kenton Road - Nuns Moor - Kenton Moor - Moor Lane (FP15) - Kenton Lane
28. Western Bypass Bridge - Scotswood Road riverside - Lemington Gut - Neptune Road (Hadrian's Way)
29. Lemington Gut Bridge - Riversdale Way - Newburn Haugh - Stella North riverside
30. Lemington Point - Newburn Haugh riverside (FP68) - Stella Wharves - Newburn Industrial Estate
31. Stella North riverside - Keats Road
32. Lemington Gut (FP66/68) - Lemington Glass Works - High Row- Union Hall Road
33. Sugley Vicarage (FP78) - Sugley Dene - Neptune Road - Avalon Drive (A69 Footbridge)
34. Newburn Bridge - Newburn Industrial Estate riverside Stella North (FP68)
35. Percy Pit (FP64) - Hospital Lane - Walbottle Brickworks Pit - FP49
36. Hexham Road, Blucher - RUPP47, Walbottle
37. Ouseburn (Low Level Bridge) - Quayside - Tyne Bridge
38. Fowberry Road - Scotswood Road - Scotswood Road riverside - Western Bypass Bridge
39. Scotswood Road - Scotswood Viaduct - Keelman's Way
40. Malaya Drive - dismantled railway - Wincomblee Bridge Welbeck Road Bridge
41. Welbeck Road Bridge - dismantled railway - Benton Way
42. Westbourne Avenue - St. Alban's School Playing Fields - Waverdale Avenue - Hadrian's Way
43. A69 Underpass (RUPP9) - Ponteland Road - Drove Road (RUPP2)
44. Dewley Burn (RUPP7) - Ponteland Road
45. Callerton Tip (Lough Bridge) - Stamfordham Road (Br74)
46. Stamfordham Road (Br74) - Ouseburn (Woosington Bypass)
47. Low Luddick - Woosington Bypass - Black Lane - Station Road
48. Station Road - Peck's Houses Farm - Newbiggin Dene (FP1)
49. Whorlton Hall - Low Newbiggin (FP12)
50. Stamfordham Road (Lough Bridge) - Callerton Pond (FP35)
51. Stamfordham Road (FP4) - FP5 - FP34
52. Woosington Hall (FP10) - Sunnyside - Brunton Lane
53. Brunton Bridge - Ouseburn Bridge
54. Callerton Lane (Ponteland Road) - Middle Drive (FP10)
55. Darrell Street - Drysdale Court - A1 Subway (Br1)

OS2.3 DEVELOPMENT PROPOSALS WHICH AFFECT A RECREATIONAL ROUTE WILL BE REQUIRED TO ENSURE ITS CONTINUITY, CONVENIENCE AND AMENITY. SEVERANCE OF A ROUTE WILL NOT BE ALLOWED UNLESS AN ACCEPTABLE ALTERNATIVE ROUTE IS PROVIDED.

4.89 When assessing proposals which affect a recreational route either existing or proposed, the City Council will require in the first instance that the route be incorporated into the development. Where this is not possible, the acceptability of an alternative route would be assessed according to the following criteria:

- the route should not give users too wide a diversion from the original route (unless the diversion is an improvement on the original);
- the design of the diverted route should take into account personal safety of users, for example avoiding blind corners;
- the route should avoid crossing busy roads; and
- the diverted route should be designed for the widest range of users including all ages, and people with disabilities.

RIVERSIDE AND WATER-BASED RECREATION

OS3 FACILITIES FOR RIVERSIDE AND WATER-BASED RECREATION, INCLUDING FERRY SERVICES, WILL BE ALLOWED SUBJECT TO SATISFACTORY MEASURES TO ENSURE THAT THEIR OPERATION WILL NOT CONFLICT WITH:

- A. COMMERCIAL RIVER TRAFFIC;
- B. OTHER WATER-BASED RECREATIONAL ACTIVITY;
- C. THE AMENITIES OF OTHER RIVERSIDE OCCUPIERS OR VISITORS; OR
- D. NATURE CONSERVATION INTERESTS.

4.90 Demand and opportunities for water-related recreation are expected to continue through the Plan period. Development and operation of shore based facilities are subject to normal Plan policies to protect important interests, such as residential amenities and nature conservation. However, further controls may be desirable over activities associated with the development, but taking place possibly at some distance from the site. Of particular concern are craft or other technologies involving noise or speed, capable of interference with other recreational activities on the water or disturbance on the shore. Different areas or stretches of water are suited to particular types of recreation. For example, noise and speed may be inappropriate in a quiet rural location or close to nature conservation sites.

4.91 For these reasons the City Council will where necessary seek planning obligations to regulate matters such as the use of launching facilities and ferry landings.

OS3.1 THE DEVELOPMENT OF FERRY SERVICE LANDING FACILITIES WILL BE ENCOURAGED AT THE FOLLOWING LOCATIONS:

1. Tyne Riverside Country Park, Newburn
2. Newburn Haugh
3. Quayside
4. St. Anthony's
5. Ryton Island

4.92 Provision of landing facilities for ferry services can link and enhance recreational areas and other sites of interest along the river.

RECREATION IN HIGH GOSFORTH PARK

OS4 THE EXTENSION AND IMPROVEMENT OF THE EXISTING HORSE RACING, GOLFING, LEISURE ACTIVITIES AND NATURE CONSERVATION AREAS WITHIN HIGH GOSFORTH PARK AND THE PROVISION OF NEW FACILITIES FOR OUTDOOR PARTICIPATORY SPORTS AND RECREATION ACTIVITIES, WILL BE ALLOWED WHERE SUCH USES WOULD NO DEMONSTRABLY HARM THE LANDSCAPE, WILDLIFE OR EXISTING USES AND FACILITIES AND FACILITIES.

4.93 High Gosforth Park is a major recreational and leisure area within the City. Its accessibility to the built up area, together with a strong landscape framework of established woodland, provides the opportunity for the improvement of the existing sporting and leisure facilities.

4.94 The whole of High Gosforth Park is in the Green Belt. Proposed development would therefore have to be in accordance with Policy GB2 and carefully controlled to preserve the character of the Park. Permission will not be given, except in very special circumstances, for the construction of new buildings for purposes other than for outdoor participatory sport and recreation or for ancillary purposes. Any substantial ancillary buildings should be located within or immediately adjacent to the core of the existing Brandling House complex to minimise the impact of the development on the landscape and wildlife of the Park. There are a number of existing uses in the Park, including the North East Exhibition Centre, which are not directly related to the primary purpose of the Park as a racecourse or associated with the outdoor leisure and sporting activities. Any proposals for improvements, extension or redevelopment to these facilities will be considered on their merits and in accordance with Green Belt policies.

4.95 There are a number of listed buildings within the Park, many of which are in a state of disrepair. Changes of use in accordance with Policies GB2.1 and GB2.2 will be allowed for purposes other than sport and recreation to secure the future of these buildings.

GREEN BELT AND THE COUNTRYSIDE

INTRODUCTION

4.96 A Green Belt was first established around Newcastle in 1963. A previous review was carried out by the Tyne and Wear Structure Plan adopted in 1981 which established the broad extent of an extended Green Belt. The Tyne and Wear Green Belt Local Plan adopted in 1985 defined the boundaries in detail. A major task of the UDP is to establish a secure Green Belt boundary which takes proper account of the likely scale of development needs well into the 21st Century.

4.97 The UDP reaffirms the Green Belt and wherever possible existing Green Belt boundaries have been confirmed. A small number of minor modifications have been made to remedy anomalies. The significant changes proposed are to provide for necessary development to achieve the overall aims of the Plan and of Strategic Guidance. Even so, the land released for development by the UDP represents only a small proportion of the Green Belt north of the River Tyne and its development will not prejudice the integrity and purpose of the wider Green Belt.

4.98 The Green Belt and the City's countryside are largely coincidental. Policies for landscape, open space and recreation, nature conservation and conservation of historic environments all have a countryside dimension. Green Belt policies, however, provide an important further level of protection helping the Plan to meet its requirement to conserve the natural beauty and amenity of the countryside.

4.99 Policies in this section come under three headings:

1. Definition and purpose of the Green Belt

The City Council is committed to the concept of a Green Belt around Newcastle. There are exceptional circumstances which have justified altering the boundary to enable the planned expansion of the City for employment and housing. Great care has been taken in preparing the Plan to ensure that the purpose and effectiveness of the Green Belt north of the Tyne will not be affected.

2. Control over development in the Green Belt

Government guidance is clear as to what constitutes appropriate development in the Green Belt. The UDP follows this guidance and provides additional detailed development control guidance.

3. Protection of agriculture

Agriculture is and will remain the major use of land in the Green Belt, and good agricultural land will be protected from development. Diversification of the rural economy in response to wider economic pressures can have a significant impact on the countryside. In this context the City Council will exercise control to conserve the countryside in the longer term.

DEFINITION AND PURPOSES OF GREEN BELT

GB1 *A GREEN BELT IS DEFINED ON THE PROPOSALS MAP. IT WILL BE PROTECTED AS FAR AS CAN BE SEEN AHEAD IN ORDER TO:*

- A. CHECK THE UNRESTRICTED SPRAWL OF LARGE BUILT-UP AREAS;*
- B. PREVENT NEIGHBOURING TOWNS FROM MERGING INTO ONE ANOTHER;*
- C. ASSIST IN SAFEGUARDING THE COUNTRYSIDE FROM ENCROACHMENT;*
- D. PRESERVE THE SETTING AND SPECIAL CHARACTER OF NEWCASTLE AS AN HISTORIC CITY; AND*
- E. ASSIST IN URBAN REGENERATION, BY ENCOURAGING THE RECYCLING OF DERELICT AND OTHER URBAN LAND.*

4.100 The extent and boundaries of the Green Belt are shown on the Proposals Map. The Green Belt should only be altered in exceptional circumstances.

4.101 The purposes of Newcastle's Green Belt are based very closely on national guidance in PPG2 Green Belts (Revised) January 1995 paragraph 1.5. PPG2 also sets out in paragraph 1.6 six objectives for Green Belts once they have been defined. The Council endorses these objectives which are entirely consistent with the policies and proposals of the UDP, and will work towards their implementation. These objectives are as follows:-

- to provide opportunities for access to the open countryside for the urban population;
- to provide opportunities for outdoor sport and outdoor recreation near urban areas;
- to retain attractive landscapes, and enhance landscapes, near where people live;
- to improve damaged and derelict land around towns;
- to secure nature conservation interest; and
- to retain land in agriculture, forestry and related uses.

Control over development in the Green Belt

GB2 WITHIN THE GREEN BELT PERMISSION WILL NOT BE GIVEN, EXCEPT IN VERY SPECIAL CIRCUMSTANCES, FOR THE CONSTRUCTION OF NEW BUILDINGS FOR PURPOSES OTHER THAN AGRICULTURE AND FORESTRY, ESSENTIAL FACILITIES FOR OUTDOOR SPORT AND RECREATION, CEMETERIES, OR FOR OTHER USES OF LAND WHICH DO NOT CONFLICT WITH THE PURPOSES OF INCLUDING THE LAND IN THE GREEN BELT.

4.102 Since statutory green belts were created in the mid 1950's, central government guidance has been specific on types of development which should and should not be permitted in the Green Belt. The Department of the Environment Transport and the Regions repeats this advice in its Planning Policy Guidance Note PPG2 on the Green Belt, and this policy is worded accordingly. Guidance on new buildings in the Green Belt is given in paragraph 3.4 of PPG2. Should the Council be minded to grant approval for development which would be inappropriate, including proposals where very special circumstances are argued, the proposal will be treated as a departure from the Unitary Development Plan.

4.103 There are, however, many issues raised by proposals for specific types of development in the Green Belt. Detailed development control policies are set out below.

Re-use of buildings

GB2.1 WITHIN THE GREEN BELT THE RE-USE OF BUILDINGS MAY BE ALLOWED, SUBJECT TO:

- A. THE PROVISIONS OF POLICY GB2.2; AND**
- B. WHERE APPROPRIATE, THE REMOVAL OF PERMITTED DEVELOPMENT RIGHTS FOR THE CONSTRUCTION OF NEW BUILDINGS AND EXTENSIONS TO EXISTING BUILDINGS.**

4.104 Changes to the rural economy have led to many buildings becoming underused or redundant. This trend is strongest around the urban fringes, where farms go out of agricultural use altogether, are prone to amalgamation, or become exclusively arable. The conversion of buildings may be acceptable for a number of uses, including accommodation for small firms or tourist activities or for housing. Buildings which are derelict or semi-derelict and would require complete or substantial rebuilding are not covered by this Policy. The degree of rebuilding required to allow a building to be converted will be a material consideration in determining applications for planning permission. The Council will also take into account whether or not approval for conversions would lead to the proliferation of farm and other buildings within the Green Belt and if necessary permitted development rights will be removed. In these cases, very special circumstances would need to be established for new buildings to be allowed.

GB2.2 DEVELOPMENT PROPOSED UNDER POLICY GB2.1 WILL ONLY BE ALLOWED IF ALL THE FOLLOWING CRITERIA ARE MET:

- A. THE EXTERNAL CHARACTER OF BUILDINGS AND THEIR SETTINGS IS RETAINED;**
- B. THE EXISTING BUILDINGS ARE IN GOOD STRUCTURAL CONDITION AND ARE CAPABLE OF CONVERSION WITHOUT SUBSTANTIAL REBUILDING;**
- C. THERE ARE NO EXTENSIONS OR ANCILLARY NEW BUILDINGS; AND**
- D. EXISTING FEATURES, INCLUDING THE ORIGINAL PERMANENT FABRIC, WALLS AND ROOF STRUCTURES, AND THE SETTING OF BUILDINGS, ARE RETAINED AND ANY REPAIRS OR NECESSARY ALTERATIONS ARE IN COMPATIBLE, TRADITIONAL MATERIALS.**

4.105 These criteria are intended to protect the character of any buildings and their settings which may be the subject of an application for planning permission. It is possible that housing may not be the best or most appropriate use in every case. A particular building may be capable of satisfactory conversion to workshops, offices or community use in a manner which respects its original form and character to a greater extent than if converted to a dwelling.

4.106 Because the factors listed in this policy are essential considerations in judging a proposal for conversion and such details are unlikely to be contained in an outline application, the City Council will normally only accept an application for full planning permission under policy GB2.1, and may require additional information.

4.107 Rural buildings can provide good shelter for wildlife, including species like the barn owl which are protected by law. Where this is or could be the case, the Council will consult English Nature and the developer with a view to retaining and enhancing the shelter which the building provides

Housing

GB2.3 WITHIN THE GREEN BELT RESIDENTIAL DEVELOPMENT MAY BE ALLOWED WHERE:

- A IT ACCORDS WITH POLICY GB2.1; OR**
- B IT CONSTITUTES INFILLING WITHIN THE SETTLEMENT OF WOOLSINGTON AS DEFINED ON THE PROPOSALS MAP, WHERE SUCH INFILL WOULD NOT ADVERSELY AFFECT THE CHARACTER OR AMENITY OF THE VILLAGE.**

4.108 This Policy allows for very limited, special circumstances where housing in the Green Belt may be permitted. There are only a small number of villages and settlements within the Green Belt and of these only Woolsington could absorb some infilling, usually defined as the filling of small gaps within small groups of houses, within the envelope of the existing settlement. The envelope for this purpose has been taken as the continuous line forming the outer edge of a minimum area that contains the current development of the settlement. All other proposals for housing will be assessed against Policy GB2.

Industry and commerce

GB2.4 WITHIN THE GREEN BELT INDUSTRIAL AND COMMERCIAL DEVELOPMENT (EXCLUDING RETAILING) MAY BE ALLOWED WHERE:

- A. IT IS IN ACCORDANCE WITH POLICY GB2.1; OR**
- B. IT CONSTITUTES INFILLING OR REDEVELOPMENT OF A SITE WITHIN WOOLSINGTON WHERE SUCH DEVELOPMENT WOULD NOT ADVERSELY AFFECT THE CHARACTER AND AMENITY OF THE VILLAGE; OR**
- C. THE SITE IS IDENTIFIED ON THE PROPOSALS MAP AS AN EXISTING EMPLOYMENT SITE WITHIN THE GREEN BELT.**

4.109 Cases in which this proposal will apply are likely to be very few. There are only very limited opportunities for industrial or commercial development within Woolsington. Proposed development in any other settlement will be considered in relation to Policy GB2. Most cases that will arise are likely to be under Policy GB2.1. The

only site identified on the Proposals Map as an existing employment site is the former Havannah Colliery site at Coach Lane (see Policy ED3.1 site no.40). Any new buildings should not occupy a larger area of the site or exceed the height of the original buildings, and improvements to the appearance of the site will be sought as part of any redevelopment or expansion proposals

Development by public services and utilities

4.110 The City Council will continue to give sympathetic consideration to operational requirements of government department, utilities and other bodies providing essential public services, including Northumbrian Water, the Passenger Transport Authority (Nexus) and Newcastle International Airport. However it must be recognised that where new development or additions to existing facilities are proposed and require planning permission, they may be considered as inappropriate in the Green Belt. Applications for such development will be determined with reference to criteria contained within paragraphs 3.2 and 3.12 of PPG2 Green Belts.

4.111 Many works carried out by public service companies are classed as 'permitted development' and so do not require the making of a planning application. In some cases there are formal, statutory consultation procedures; in others the organisation involved offers voluntary consultation. Occasionally the City Council has to insist on consultation. In all such cases the Council will seek to apply the same considerations, assessing the benefits to the consumers of the service against the likely impact on the environment.

Development affecting visual amenity

GB2.5 DEVELOPMENT WITHIN, OR CONSPICUOUS FROM, THE GREEN BELT WHICH, ALTHOUGH IT WOULD NOT PREJUDICE ITS MAIN PURPOSE, MIGHT BE INAPPROPRIATE BY REASON OF SITING, MATERIALS OR DESIGN AND THUS HARM THE VISUAL AMENITY OF THE GREEN BELT, WILL NOT BE ALLOWED.

4.112 The appearance of the landscape from the Green Belt may be further protected by ensuring strict control of the appearance of development within or adjoining its boundary. The City Council has adopted the wording in PPG2.

PROTECTION OF AGRICULTURE

GB3 THE BEST AND MOST VERSATILE AGRICULTURAL LAND WILL BE PROTECTED FROM DEVELOPMENT.

4.113 Areas of good agricultural land are a valuable national resource and have been identified by the Ministry of Agriculture, Fisheries and Food. The best land falls into grades 1, 2 and sub grade 3a, and is the most flexible, productive and efficient. It is thus best suited to the changing needs of agriculture. Therefore development, including landfill and landraising operations, will not normally be allowed on the best agricultural land.

4.114 In considering development proposals the City Council's primary concern will be retaining viable agriculture on the best agricultural land. Factors to be taken into account are set out in PPG7: The Countryside and the Rural Economy.

4.115 Development in proximity to farms can also have detrimental effects, such as trespass, which can affect efficiency and viability. In these cases account will be taken of the impact of proposals on agriculture and where appropriate, measures such as tree planting which protect agricultural land will be required to be carried out as a condition of planning approval. Buffer uses such as golf courses and playing fields can often lessen problems of trespass and vandalism on farms, and their value in this respect will be taken into account when proposals are being considered.

4.116 The City Council will continue to consult farmers on the problems they face around the urban fringe and to assist them in finding solutions. This may include exploring the opportunities for expanding the range of activities through diversification appropriate to the Green Belt. Such action is currently co-ordinated by the City's Urban Fringe Area Management Scheme (UFAMS).

NATURE CONSERVATION

INTRODUCTION

4.117 In the last few decades many wildlife habitats and other features of natural interest have been lost due to built development, changes in agricultural practice or lack of appropriate management. Concern over these losses led to the preparation of the Tyne and Wear Nature Conservation Strategy, which was endorsed by the City Council in 1988. The City Council remains committed to the protection and enhancement of nature conservation resources through the policies of this Plan and by other means.

4.118 Newcastle has a wide range of wildlife habitats. Some have a particular value and are formally recognised at a national, regional or local level. These recognised sites are given special protection. However, nature conservation interests are not confined to these sites. All open space in the City has some value to wildlife now and potential for enhancement in the future. The City Council will take full account of nature conservation in dealing with all planning applications and in formulating its own plans and proposals throughout the City.

4.119 To balance the essentially protective nature of development control policies, the City Council is committed to promoting proper management and enhancement of nature conservation resources, including creation of new habitats. Equally important are measures to promote public awareness, involvement and access. These issues are addressed for environmental issues as a whole in the earlier section on sustainable development. A nature conservation strategy for the City will be prepared to cover these and other aspects in more detail.

NC1 THE NATURE CONSERVATION RESOURCES OF THE CITY WILL BE MAINTAINED AND ENHANCED BY THE PROTECTION OF HABITATS AND FEATURES AND A REQUIREMENT ON ALL NEW DEVELOPMENT TO TAKE ACCOUNT OF THE NEEDS OF WILDLIFE.

4.120 The following policies set out the City Council's intentions for protecting three categories of recognised sites, covering the nationally important sites of special scientific interest (SSSI) and second and third tier sites which have a regional and local value. The importance of wildlife corridors is then recognised and protection extended to them. Sites for local nature reserves are proposed. Finally the requirements which must be met by all developers are set out. The main emphasis of the following policies and proposals is on the protection of habitats rather than species. Where individual species are recognised as in need of protection, then the City Council will endeavour to apply the same principles.

4.121 The policies in this section are primarily concerned with habitat protection and enhancement as part of the development control process. To assist developers, supplementary planning guidance has been prepared. This explains some of the terms used, helps in assessing the likely impact of development on wildlife and provides a guide on practical measures which can be taken to protect and enhance nature conservation interests.

PROTECTION OF RECOGNISED SITES

NC1.1 DEVELOPMENT WHICH WOULD CAUSE DEMONSTRABLE HARM TO AN EXISTING OR PROPOSED SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI) WILL NOT BE ALLOWED. DEVELOPMENT WHICH WOULD CAUSE SUCH HARM TO A SITE OF NATURE CONSERVATION IMPORTANCE (SNCI) OR SITE OF LOCAL CONSERVATION IMPORTANCE (SLCI) WILL BE ALLOWED ONLY:

- A WHERE THERE IS A PROVEN PUBLIC INTEREST WHICH OUTWEIGHS THE HARM TO THE SITE; OR***
- B WHERE IT CAN BE SHOWN THAT THE NEED FOR THE DEVELOPMENT CANNOT BE MET IN OTHER LOCATIONS WHERE LESS HARM TO WILDLIFE INTERESTS WOULD BE CAUSED, OR BY REASONABLE ALTERNATIVE MEANS; OR***
- C WHERE IT IS POSSIBLE TO IMPOSE CONDITIONS, OR WHERE PLANNING OBLIGATIONS HAVE BEEN ENTERED INTO, WHICH PREVENT DAMAGING IMPACTS ON WILDLIFE HABITATS OR IMPORTANT NATURAL FEATURES.***

4.122 The City Council believes that a limited number of sites have a particular importance or interest, which can be demonstrated objectively in the national, regional or local context. The City Council wishes to give these recognised sites particular protection, without prejudice to the protection of wildlife in the City as a whole. It should be noted that works some distance away could affect a recognised site, for example by altering drainage upstream of a pond, and that these would fall within the terms of this policy.

4.123 SSSIs are of national importance for their flora, fauna or features of geological interests and are thus afforded special protection under the Wildlife and Countryside Act 1981 as amended in 1985. Newcastle has five SSSIs at present:

1. Big Waters
2. Brenkley Meadows
3. Gosforth Park
4. Hallow Hill
5. Prestwick Carr

4.124 Policy NC1.1 has a very valuable role in supporting English Nature's own powers to safeguard SSSIs. It is likely that a development on or near a SSSI that would have any detrimental affect would be refused planning permission.

4.125 SNCIs and SLCIs do not have the statutory status of SSSIs but are recognised in this plan as worthy of protection and identified accordingly. More detail on the criteria for selection and the procedures are given below. The Council believe that together the SSSIs and SNCIs form what can be termed the critical natural capital in relation to wildlife resources. They should be protected as far as is possible within the planning system. The SNCI designation, although locally determined, is based on thorough scientific assessment of value, and in practice the protection conferred will be greater than in the case of the SLCIs.

NC1.2 THE FOLLOWING ARE RECOGNISED AS SITES OF NATURE CONSERVATION IMPORTANCE (SNCI) FOR THE PURPOSES OF NC1.1:

1. Big Waters
2. Brenkley Colliery
3. Brenkley Mine Meadows
4. Callerton Pond
5. Denton Dene
6. Fencer Hill Wood
7. Fox Cover Wood
8. Gosforth Park Grasslands
9. Gosforth Wood and Nature Reserve
10. Havannah Pit
11. Jesmond Dene
12. Lemington Gut
13. North Brenkley
14. Ouseburn Meadow
15. Prestwick Carr
16. Sacred Heart Pond
17. Sugley Dene
18. Throckley Pond
19. Tyne Riverside, Newburn
20. Walbottle Brickworks
21. Walbottle Dene

4.126 Northumberland Wildlife Trust has for many years taken responsibility for surveying, assessing and selecting a second tier of valuable wildlife sites in Northumberland, Newcastle and North Tyneside. The Trust formally declares these as SNCIs, based on rigorous scientific selection criteria. 21 SNCIs in Newcastle have now been declared as a result of this process. Policy NC1 .2 recognises the work of the Trust and formalises the status of the SNCIs for development control purposes. Should the Trust declare further SNCIs, these will be also recognised as being subject to the policies in this Plan.

4.127 No regionally important geological / geomorphological sites (RIGGS) have been declared within the City. Should any be declared during the Plan period these will be subject to the policies of this Plan which apply to SNCIs. A similar process exists for Regionally Important Geological Sites (RIGS), with the RIGS North East Group acting as assessor. Only one RIGS has been declared in Newcastle and this lies within the Town Moor SLCI. Its declaration came too late for its inclusion in this Plan, but the Town Moor RIGS and any other declared during the plan period will be subject to the policies in this plan which apply to SNCI's.

NC1.3 THE FOLLOWING ARE DEFINED AS SITES OF LOCAL CONSERVATION INTEREST (SLCI) FOR THE PURPOSES OF NC1.1:

1. Bank Top Quarry
2. Benwell Burial Ground
3. Benwell Nature Park
4. Black Plantation
5. Black Road Plantation
6. Blackwood
7. Brunton Mill Meadow
8. City of Newcastle Golf Course, Gosforth
9. Cochrane Park
10. Dene Terrace Grassland
11. Dentsmire/Salters' Bridge Wood
12. Dinnington Road Fen
13. East Farm Meadow
14. Gosforth Park Hotel Woods
15. Gosforth Park Woods
16. La Sagesse Wood
17. Matts Bank Plantation
18. Moory Spot Farm Pond
19. Newburn Haugh Riverside
20. Newburn Haugh Wetland
21. Newcastle Central Cemetery
22. Northumberland Golf Course, Gosforth Park
23. Parkside Meadow
24. Peck's Houses Farm
25. Prestwick Burn
26. Reigh Burn/Engine Plantation
27. Rye Hill, Newburn
28. Seven Mile Pond
29. Sunnyside Ponds
30. Three Hills Picnic Site
31. Town Moor
32. Walker Riverside
33. Wellfield Wood
34. West Brunton Wetlands
35. Woosington Lake
36. Woosington Woods

4.128 A third tier of valuable wildlife sites for Newcastle is defined here for the first time. The definition of such a tier is common practice in many other parts of the country. It allows protection and enhancement policies to be applied to sites which lack truly outstanding habitats or features, but have undoubted value to a particular settlement or neighbourhood.

4.129 The definition of SLCIs has been based very largely on the results of a recent survey carried out by Northumberland Wildlife Trust. The basis of selection is still a scientific analysis of species and habitats, but with increased weight given to the interest of a site to the local community.

Local nature reserves

- NC1.4 DEVELOPMENT WHICH WOULD CAUSE HARM TO AN EXISTING OR PROPOSED LOCAL NATURE RESERVE (LNR) WILL BE ALLOWED ONLY;**
- A. WHERE THERE IS A PROVEN PUBLIC INTEREST WHICH OUTWEIGHS THE HARM TO THE SITE; OR**
 - B. WHERE IT CAN BE SHOWN THAT THE NEED FOR THE DEVELOPMENT CANNOT BE MET IN OTHER LOCATIONS WHERE LESS HARM TO WILDLIFE INTERESTS WOULD BE CAUSED OR BY REASONABLE ALTERNATIVE MEANS; OR**
 - C. WHERE IT IS POSSIBLE TO IMPOSE CONDITIONS, OR WHERE PLANNING OBLIGATIONS HAVE BEEN ENTERED INTO, WHICH PREVENT DAMAGING IMPACTS ON WILDLIFE HABITATS OR IMPORTANT NATURAL FEATURES.**

The following sites are allocated as Local Nature Reserves:

1. Big Waters
2. Callerton Pond
3. Denton Dene
4. Havannah
5. Lemington Gut
6. Sugley Dene
7. Walbottle Brickworks
8. Walbottle Dene

4.130 A local nature reserve (LNR) can be declared by the City Council on land in which it has a legal interest. The enabling legislation, the National Parks and Access to the Countryside Act, requires prior consultation with English Nature. One LNR exists in Newcastle at present at Denton Dene and seven more are proposed by this policy.

4.131 Implementation in each case will depend on the acquisition of a legal interest (if not already held) and the availability of resources. LNRs need not be in the day-to-day control of the City Council. Existing and proposed LNRs are all based on SSSIs or SNCIs. Their boundaries in some cases are slightly wider to accommodate land required for proper management.

4.132 The declaration of a LNR is not intended simply as a conservation measure. A LNR has important educational and recreational objectives and the site will form part of the open space provision in the City. Development for other purposes will thus be resisted.

Protection of wildlife corridors

- NC1.5 DEVELOPMENT WHICH WOULD HARM THE NATURE CONSERVATION VALUE OF A WILDLIFE CORRIDOR WILL BE ALLOWED ONLY IN EXCEPTIONAL CIRCUMSTANCES (AS DEFINED BY POLICY NC1.1).**

4.133 Wildlife corridors provide an inter-connecting network of habitats, allowing movement of species between what would otherwise be isolated islands and maintaining species and habitat richness and variety. The linking of urban open spaces to the countryside by means of uninterrupted open space is perhaps the most crucial aspect of defining wildlife corridors.

4.134 The corridors shown on the Proposals Map vary in character. In the urban area, most corridors follow chains of public and private open space. Others follow the River Tyne and major road, rail and Metro corridors. In rural areas the corridors are defined in some cases by linear features, notably watercourses, and in others by a linking of recognised wildlife sites and features such as woodlands and substantial hedgerows.

4.135 The definition of Reasonable Alternative Means will be taken as providing for the wildlife so disturbed and/or displaced. This will need to be in a way which mitigates the loss of corridor continuity and habitats and provides ecological compensation in the form of the creation of new habitats in accordance with policy NC1.7. The Council will encourage habitat creation and management to improve the nature conservation value of wildlife corridors.

4.136 Continuity is also related to the use and management of the open space within it. All land in a corridor should be managed in ways sympathetic to wildlife and the City Council will encourage this. Where possible, new landscaped areas and wildlife habitats will be created within the corridor, either by the City Council or by other landowners or occupiers.

NC1.6 WILDLIFE CORRIDORS ARE IDENTIFIED AS FOLLOWS FOR THE PURPOSES OF POLICY NC1.5:

1. Ouseburn from Tyne - BR Mainline - Benton
2. All Saints and Central Cemeteries - Jesmond Dene - Gosforth Park
3. Benton Cowlodge Wagonway - Jesmond Dene - Byker and Heaton Cemeteries - St. Mary's
4. Walker Riverside - Walker Railway - Walker Park - St. Albans's School - Walkergate Nursery School
5. Walkergate - Wallsend Metro
6. Gosforth Golf Course - Ouseburn - Fencerhill Park - City of Newcastle Golf Course - Ouseburn
7. Kingston Park School - Metro Line - South Gosforth - Ouseburn
8. Ouseburn - Metro line - Town Moor - Manors
9. Kenton Bankfoot - St. Mark's School - Kenton Bar - Town Moor
10. Ouseburn - Western Bypass - Slatyford School - East Denton Hall
11. River Tyne - Sugley Dene - Lemington Middle School - Knop Law
12. Newburn Bridge - Hadrian's Way - Benwell Nature Park - St. John's Cemetery - Elswick Park
13. West Road - Benwell Tower - Hodgkin Park - River Tyne
14. Denton Dene
15. Dewley Farm - Walbottle Dene - Walbottle Brickworks - Percy Pit - Newburn Haugh
16. Percy Pit - Knop Law - North Walbottle Wagonway - St. John's Wood
17. St. John's Wood - Whorlton Burn - Westerhope Golf Course - Westerhope Playing Fields
18. Walbottle Dene - Grange Farm - Reigh Burn
19. Dumpling Hall - Lemington Gut
20. St. Anthony's - Byker Railway Line
21. River Tyne
22. Various Corridors within the countryside

REQUIREMENTS ON DEVELOPMENT

NC1.7 IN DETERMINING APPLICATIONS FOR PLANNING PERMISSION FOR DEVELOPMENT LIKELY TO HAVE A SIGNIFICANT IMPACT UPON WILDLIFE, THE COUNCIL WILL HAVE REGARD TO THE FOLLOWING CONSIDERATIONS:

- A. AN ASSESSMENT SUBMITTED BY THE APPLICANT AS AN ECOLOGICAL APPRAISAL OF THE NATURE CONSERVATION VALUE OF THE SITE AND THE IMPACT OF DEVELOPMENT ON A DESIGNATED WILDLIFE SITE OR WILDLIFE CORRIDOR OR PROTECTED SPECIES;
- B. THE DESIRABILITY OF RETAINING NATURAL FEATURES AND HABITATS AND OF PROTECTING THEM DURING CONSTRUCTION;
- C. MAINTAINING AND IF POSSIBLE INCREASING THE NATURE CONSERVATION VALUE OF THE SITE BY ENHANCEMENT OF EXISTING OR CREATION OF NEW WILDLIFE HABITATS;
- D. USING A SIGNIFICANT PROPORTION OF LOCALLY NATIVE SPECIES IN LANDSCAPING AND PLANTING SCHEMES;
- E. INCORPORATING THE MAXIMUM POSSIBLE AREA OF PERMEABLE GROUND SURFACES AND OTHERWISE MAINTAINING EXISTING NATURAL DRAINAGE AS FAR AS POSSIBLE WHEN DEVELOPING PREVIOUSLY OPEN SITES;
- F. PROVIDING APPROPRIATE MEASURES EITHER ON OR OFF SITE TO OFFSET THE LOSS OR DISTURBANCE OF WILDLIFE HABITATS WHERE THIS IS UNAVOIDABLE; AND
- G. PREPARING AND IMPLEMENTING SUITABLE MANAGEMENT ARRANGEMENTS TO SECURE THE LONG TERM SUCCESS OF ANY OF THE ABOVE.

4.137 Nature conservation interest is not confined to recognised sites and wildlife corridors. Most parts of this policy will apply throughout the City and to all proposals that come before the City Council for decision or comment. An extra degree of care is required for development in a wildlife corridor or likely to affect a recognised site of wildlife value (SSSI, SNCI, SLCI or LNR). The City Council may therefore require developers to submit an ecological appraisal in support of applications in such cases.

4.138 As a general guide, an ecological appraisal may be required for a development in a wildlife corridor or within 500m of a recognised site of wildlife value. Depending on the size or type of use, development beyond 500m may also trigger the need for an appraisal. Supplementary Guidance on Nature Conservation describes in more detail the circumstances in which an ecological appraisal may be required and the usual contents of such a study.

4.139 In order to encourage appropriate forms of development and amplify the above policy, Supplementary Planning Guidance for Nature Conservation has been prepared. Policies and guidelines covering sustainability, landscape and open space are also relevant. Developers should note that the Council may, where appropriate, seek to enter into planning obligations with them to secure any of the above considerations.

4.140 The Council will promote and encourage the creation of wildlife habitats by including them where appropriate in proposals for their own land, including restoration projects, and by assisting landowners to prepare schemes and obtain grant aid.

CONSERVATION OF HISTORIC ENVIRONMENTS

INTRODUCTION

4.141 Newcastle's extensive, diverse and generally well preserved historical character is a key environmental asset to the City. The City Council is committed to ensuring that buildings and environments are protected and enhanced, and their value to the quality of life and identity of the City are maximised.

Policies in this section are under three headings:

1. Listed buildings

The List of Buildings of Architectural or Historic Interest is prepared by the Department of National Heritage and provides the statutory building heritage of the City. The preservation and maintenance, protection from unnecessary and damaging change, and restoration of these buildings are important aims of the UDP.

2. Conservation areas

Conservation areas define areas of special architectural or historic interest. They are designated to assist the preservation or enhancement of character and appearance. The City Council will therefore seek to retain buildings and features which contribute to their character and visual interest.

3. Archaeology

Archaeological remains are valuable evidence of the City's past. Their protection is an important consideration when development which affects known sites or potential sites is proposed.

C1 THE CITY'S BUILT HERITAGE WILL BE PRESERVED, PROTECTED AND RESTORED, AND WHERE NECESSARY, THE PLAN'S POLICIES WILL BE APPLIED FLEXIBLY TO ACHIEVE THIS.

4.142 A principal concern of the UDP is to establish policy for control over development affecting historic buildings and environments. This needs to be applied in conjunction with the requirements of legislation and Government guidance in particular the Planning (Listed Buildings and Conservation Areas) Act 1990 and PPGs 15 and 16.

4.143 Flexibility in the application of the Plan's policies may be necessary in circumstances where standards required for new development or refurbishment cannot be achieved without harming historic buildings and environments.

4.144 The City Council is also committed to conservation management to augment control. The City Council's overall approach is set out in its Conservation Priorities and Programme for the 1990's

4.145 Particular areas of conservation management include:

- preparation of protection and enhancement plans for conservation areas;
- preparation of management plans for listed buildings and scheduled ancient monuments in the City Council's ownership;
- consideration of extension of conservation area coverage and the priorities for designation;
- encouragement of the listing of additional buildings and registration of additional historic parks and gardens, be referring potentially suitable buildings and areas to the Department of the Environment and National Heritage and English Heritage respectively.
- encouragement of improved management, interpretation and promotion of listed buildings, historic areas and archaeological remains and sites.

LISTED BUILDINGS

C2 ALTERATION OR EXTENSION OF A LISTED BUILDING OR OTHER DEVELOPMENT WHICH WOULD HARM ITS ARCHITECTURAL OR HISTORIC INTEREST OR SETTING WILL NOT BE ALLOWED.

4.146 In considering proposals affecting listed buildings there is a presumption in favour of preservation. This can also include seeking restoration of the building and/or its return to its original use if appropriate. The potential for conflict between conservation interests and the requirements of current and prospective occupiers is recognised. The Council will endeavour to assist owners and occupiers of listed buildings in coming forward with solutions which are sensitive to the historic fabric where any such conflict exists. Consideration which will be taken into account in addressing these and other issues related to listed buildings are set out in Planning Policy Guidance (PPG) 15.

C2.1 IF EXCEPTIONAL CIRCUMSTANCES JUSTIFY DEMOLITION OF THE WHOLE OR SUBSTANTIAL PARTS OF A LISTED BUILDING, CONSENT WILL BE SUBJECT TO:

- A. A REPLACEMENT DEVELOPMENT SCHEME HAVING BEEN GRANTED PLANNING PERMISSION AND,**
- B. THE RELEVANT CONTRACT CONCERNING THE INTENDED DEVELOPMENT HAVING BEEN COMPLETED, AND**
- C. A SCHEME FOR THE RECORDING AND/OR SALVAGE OF THE BUILDING HAVING BEEN APPROVED AND UNDERTAKEN.**

4.147 The Council regards the City's stock of listed buildings as a finite resource and an irreplaceable asset. Their contribution to the character and quality of the City cannot be exaggerated. Listed Building Consent for total or substantial demolition will therefore be granted only very rarely and when every possible effort has been made to continue the present use or to find an acceptable use for the building.

4.148 Neglect of listed buildings must not lead to situations where their loss becomes inevitable. Where necessary the City Council will use its powers to secure the preservation of listed buildings by requiring repairs to be carried out or carrying out repairs itself and recovering the costs from the owner.

4.149 Demolition or substantial alteration of a listed building should normally only occur as part of an approved scheme. It is essential they should not occur prematurely thereby:

- prejudicing the possibility of changes in circumstances which might allow the retention or re-use of the property; and
- creating gaps within sensitive areas which could remain for a considerable period in the absence of any certainty of a prompt redevelopment.

4.150 Demolition will therefore only be allowed where there is clear evidence that it will be followed immediately by redevelopment. Where appropriate, provisions must also be made to record elements of the building which will be lost and salvage items and materials of architectural or historic value which can reasonably be re-used.

C2.2 REDEVELOPMENT BEHIND THE RETAINED FACADE OF A LISTED BUILDING WILL BE ALLOWED ONLY IN THE FOLLOWING EXCEPTIONAL CIRCUMSTANCES:

- A. WHERE THE BUILDING LACKS COHERENT HISTORIC (NOT NECESSARILY ORIGINAL) INTERIOR(S) AND THE BASIC STRUCTURE, IF IT SURVIVES, IS OF NO SIGNIFICANT ARCHITECTURAL OR HISTORIC INTEREST AND IS EITHER UNDER MAJOR STRUCTURAL DISTRESS OR HAS BEEN SUBSTANTIALLY REMOVED OR REPLACED BY LATER ALTERATIONS; AND**
- B. WHERE THE REPLACEMENT BUILDING WILL BE SYMPATHETIC IN SCALE AND FORM TO THE RETAINED FACADE AND TO ANY OTHER ORIGINAL STRUCTURE, WHICH IS OR MIGHT BECOME VISIBLE, AND TO ITS IMMEDIATE SURROUNDINGS.**

4.151 It is recognised that facadism (the redevelopment of buildings behind retained facades) can be an acceptable way in certain very exceptional circumstances of protecting important streetscapes where redevelopment of an individual building or buildings is unavoidable. In view, however, of the presumption in favour of the preservation of listed buildings, the Council views it very much as a measure of last resort.

4.152 It is therefore essential to ensure that:

- this measure is adopted only where the existing historic building fabric cannot reasonably be retained and refurbished; and
- new development relates sympathetically to the retained elements of the original building and to other elements of its setting.

4.153 Where a facade or an historic shell is retained it may be appropriate for the “addition” to be designed in a contrasting style which complements the original building and its setting whilst clearly distinguishing new from original development.

CONSERVATION AREAS

C3 DEVELOPMENT IN A CONSERVATION AREA WILL BE REQUIRED TO PRESERVE OR ENHANCE ITS CHARACTER OR APPEARANCE: DEVELOPMENT WHICH WOULD NEITHER PRESERVE NOR ENHANCE THE CHARACTER OR APPEARANCE OF THE CONSERVATION AREA WILL NOT BE ALLOWED.

4.154 In consideration of the extension of conservation area coverage, priority will be given to areas where the character is particularly at risk from pressures for change, and where there is a high proportion of historic buildings in disrepair.

4.155 In assessing areas for possible designation as conservation areas or as extensions to existing ones, the Council will have regard to the following criteria:

- a) the area should have distinctive architectural, environmental or historic character worth preserving or enhancing;
- b) designation would reinforce or enhance an existing conservation area and/or the area should:
 - contain a number of listed buildings or monuments or features of archaeological interest; or
 - include the historic core of an identifiable settlement or suburb; or
 - contain a group of substantially unaltered buildings forming a clear example of a particular period of the City’s development, irrespective of quality; or
 - comprise a group of distinctive buildings situated in, and enhanced by, a landscaped setting - the setting should be included in the designated area; or
 - be an area of special townscape shapes, scales, skylines or layout; or
 - be an area of special local, social or cultural relevance
- c) additionally, it is desirable that;
 - the area has potential for enhancement as well as preservation, and the potential for attracting finance to assist this process; and
 - there is evidence of public support for designation.

4.156 Conservation area status does not prevent development, redevelopment or improvement. There is, however, a clear requirement for such activity to preserve or enhance the character of the area.

4.157 Development proposed in a conservation area should retain all features which contribute to its character. This includes buildings which although not listed, are of townscape interest, boundary walls and railings, trees and landscaped features, traditional and natural paving materials and street furniture, and the historic pattern of streets and spaces.

4.158 New development, including building alterations, will be considered for the appropriateness of its scale, form, materials and detailed design to the character of the particular area.

4.159 A number of the City's conservation areas suffer from the impact of excessive traffic flows, speed or congestion. The City Council will use its powers as highway authority to remove extraneous traffic from these areas and to control traffic volumes and/or speed as appropriate to reduce their harmful effects whilst safeguarding access for occupiers and visitors.

4.160 Development proposals will be assessed to avoid the introduction of traffic whose volume or type would harm the character of a conservation area by reason of noise, disruption, congestion, severance of pedestrian movement or other adverse effects. The economic wellbeing and use of property in the area and the effectiveness and efficiency of the overall transport system will be taken into account.

4.161 There are nine conservation areas currently designated in the City. These are:

- Central
- Leazes
- Framlington Place
- Summerhill
- Brandling
- South Jesmond
- Northumberland Gardens
- St. Nicholas Hospital
- Jesmond Dene

Boundaries are shown on the Proposals Map.

C3.1 DEMOLITION OF AN UNLISTED BUILDING IN A CONSERVATION AREA WILL ONLY BE ALLOWED IF:

- A. THE BUILDING IS OF LITTLE MERIT AND MAKES NO SIGNIFICANT CONTRIBUTION TO THE CHARACTER OF THE CONSERVATION AREA;**
- B. THE REPLACEMENT DEVELOPMENT WOULD CONTRIBUTE TO THE PRESERVATION OR ENHANCEMENT OF THE CHARACTER OF THE CONSERVATION AREA; AND**
- C. A CONTRACT FOR THE APPROVED REPLACEMENT DEVELOPMENT HAS BEEN LET.**

4.162 In conservation areas, buildings and other structures such as boundary walls and railings, which contribute to character and visual interest should be retained. Proposals will be considered in the same way as for listed buildings. Point C will ensure that no unsightly gaps appear in a conservation area as a result of premature demolition.

C3.2 CONSENT FOR THE DEMOLITION OF AN UNLISTED BUILDING OF MERIT IN A CONSERVATION AREA DUE TO ITS DANGEROUS CONDITION WILL ONLY BE GIVEN IF THERE IS NO PRACTICABLE MEANS OF MAKING THE BUILDING SAFE.

4.163 Neglect of buildings must not lead to situations where their loss becomes inevitable. Where practicable means exist to avoid the complete loss of structures which have become unsafe, for example through shoring or careful partial demolition and storage, the City Council will require the building owner to carry out these works. If necessary it will carry out the works itself and recover the costs from the owner.

Historic parks and gardens

C3.3 DEVELOPMENT WHICH WOULD HARM THE CHARACTER OF A HISTORIC PARK OR GARDEN OR ITS SETTING WILL NOT BE ALLOWED.

4.164 Four areas of the City, Leazes Park, Jesmond Dene, Jesmond Cemetery and Woolsington Hall and grounds are included in English Heritage's Register of Historic Parks and Gardens. English Heritage may add further areas.

4.165 Although the Register itself provides no statutory safeguards, local authorities are expected to protect registered areas from harmful development.

4.166 Protecting the character of these areas will, therefore, be a material consideration in the determination of development proposals.

ARCHAEOLOGY

C4 DEVELOPMENT WHICH WOULD HARM SITES OR AREAS OF ARCHAEOLOGICAL INTEREST AND THEIR SETTINGS WILL NOT BE ALLOWED.

4.167 Archaeological remains are a finite asset and care must be taken to ensure that archaeological sites and monuments and areas of potential archaeological importance are not needlessly destroyed. This applies to all periods including the industrial which is significant in the Newcastle and Tyneside context.

4.168 Archaeological sites and areas of interest in the City fall into three categories:

- scheduled ancient monuments;
- other important sites, monuments and areas - including sites known only from aerial photographs, Roman, post medieval and industrial features, some of which may also be listed buildings. This also includes sites and areas where there is considerable potential archaeological interest including areas which have consistently yielded dense scatters of artefacts, prehistoric flints, early urban and village cores and areas of early industrial development;
- substantially undeveloped and undisturbed areas where archaeological interest or potential has not, as yet, been established.

4.169 There is a presumption in favour of the physical preservation in situ of important archaeological remains whether they are scheduled or not. In considering the impact of development proposals the importance of the archaeological remains will be taken into account. It is anticipated, however, that archaeological sites which fall under the first two categories will remain undisturbed by development proposals.

4.170 In determining applications which affect or may affect the archaeology of the City the City Council will call upon the expertise of its own archaeological staff. Where conflict arises between archaeological and development interests the British Archaeologists and Developers Liaison Group Code of Practice will form a basis of reconciliation.

C4.1 THE FOLLOWING SITES AND AREAS OF ARCHAEOLOGICAL INTEREST ARE IDENTIFIED FOR THE PURPOSES OF POLICY C4:

Scheduled ancient monuments

1. Gardener's Houses Settlement, Dinnington
2. Two Rectangular Camps, Hazlerigg
3. Dewley Hill
4. Newcastle Swing Bridge
5. Newcastle upon Tyne Castle
6. Newcastle upon Tyne Wall
7. Hadrian's Wall, Vallum and associated works
8. Salters' Bridge, Gosforth
9. Old Tyne Bridge Land Arches
10. St. Mary's Well, Jesmond
11. St. Mary's Chapel, Jesmond
12. Blackfriars, the remains of Dominican Friary
13. The "Camera" of Adam of Jesmond
14. Chapel south of Low Gosforth House

Other sites and areas of archaeological interest as defined on the Proposals Map.

15. Knop Law Prehistoric Site
16. Iron Age Enclosure, Morley Hill
17. Iron Age Enclosure, Broom Hill
18. Unscheduled areas of the known and presumed line of Hadrian's Wall, Vallum, Ditch and fortifications
19. Site of St. Lawrence Chapel
20. Benwell Cemetery
21. Victoria Tunnel
22. Scotswood Railway Bridge
23. North Walbottle Wagonway
24. Blucher Colliery
25. Parts of former Walbottle Moors Wagonway System
26. Former Walbottle Colliery Wagonway routes
27. Wagonway Bridge, Newburn
28. Coxlodge Wagonway
29. Wylam Wagonway
30. Wagonway Remains at Mill Hill
31. Sections of the former Brunton and Shields Railway
32. Wagonway Remains, Black Lane
33. Gosforth Park Tramway
34. Ouseburn Culvert
35. Benwell Pumping Station
36. Remains of Lemington Iron Works
37. Jesmond Dene Mill, mill races and quarries
38. Flint Mill remains, Jesmond Vale
39. Elswick Wharf
40. Buildings remains, Former Armstrong's Elswick Works
41. Old Redheugh Bridge Abutment
42. Brenkley Incline
43. Mill Hill Winding Engine House
44. Throckley Isabella Coke Oven remains
45. Newburn Pumping Station
46. Lemington Glass Cone
47. City Centre
48. Gosforth Park area of Ridge and Furrow
49. Benwell - Roman area
50. Lower Ouseburn
51. Lemington Riverside
52. Dewley Hill - surroundings
53. Callerton Lane Ends

continued

Medieval Village Cores of:

54. Black Callerton
55. Brenkley Village core
56. Butterlaw
57. Woosington
58. Byker
59. Benwell
60. Dinnington
61. East Denton
62. Benwell
63. Elswick
64. Fawdon
65. Heaton
66. Jesmond
67. Kenton
68. Newburn
69. Walbottle
70. West Denton
71. West Brunton
72. Middle Brunton
73. East Brunton

Historic Battlefield at :

74. Newburn Ford

4.171 It should be noted, however, that continuing historical research and archaeological work may identify new or previously unrecorded sites and areas and as such the above lists cannot be seen as exhaustive. Where new or previously unrecorded sites or areas are identified, policies C4 to C4.5 will be applied as appropriate.

Preservation of archaeological remains

C4.2 WHERE A PROPOSAL MAY AFFECT A SITE OR AREA OF ARCHAEOLOGICAL INTEREST, THE DEVELOPER WILL BE REQUIRED TO SUBMIT AN APPROPRIATE ASSESSMENT OF ITS POTENTIAL IMPACT UPON THE ARCHAEOLOGICAL REMAINS AND WHERE NECESSARY UNDERTAKE AN ARCHAEOLOGICAL FIELD EVALUATION.

4.172 The often buried and invisible nature of archaeological remains requires that applicants compile and submit, at their own expense, an archaeological site assessment. Following the principles of Planning Policy Guidance 16, using information from the Sites and Monuments record (SMR) and other appropriate sources and where necessary an evaluation by fieldwork, the submission will assess the potential impact of the applicant's proposal. This may suggest mitigation of impact by amendment of the proposal by resiting, redesign or different foundation methods. Alternatively, a case for archaeological excavation survey or recording may be established or the findings may warrant the refusal of planning permission.

4.173 In all cases the need to undertake archaeological assessment and evaluation or to carry out further archaeological work is determined by the City Council on the advice of its archaeological specialists. In making these decisions such factors as the level of ground disturbance and the importance of the archaeological site will be taken into account.

C4.3 WHERE ASSESSMENT AND EVALUATION HAVE ESTABLISHED THAT PROPOSED DEVELOPMENT WILL ADVERSELY AFFECT A SITE OR AREA OF ARCHAEOLOGICAL INTEREST, DEVELOPERS WILL BE REQUIRED TO PRESERVE ARCHAEOLOGICAL REMAINS IN SITU UNLESS THIS IS CLEARLY INAPPROPRIATE OR THE DESTRUCTION OF THE REMAINS IS DEMONSTRABLY UNAVOIDABLE, IN WHICH CASE A PROGRAMME OF ARCHAEOLOGICAL WORKS SHALL BE SUBMITTED TO AND AGREED WITH THE COUNCIL BEFORE THE START OF DEVELOPMENT.

4.174 If the balance of factors is in favour of granting permission, mitigation of the impact of development proposals might take the form of archaeological investigation and recording of evidence. A programme for such works shall be agreed and will normally be the subject of a planning condition or a planning obligation. The costs of the agreed works shall be borne by the developer.

C4.4 WHERE PROPOSED DEVELOPMENT WOULD INVOLVE LARGE SCALE GROUND DISTURBANCE IN CURRENTLY UNDEVELOPED AREAS DEVELOPERS WILL BE REQUIRED TO SUBMIT A PRELIMINARY ARCHAEOLOGICAL ASSESSMENT TO IDENTIFY ANY SITES OR POTENTIAL AREAS OF ARCHAEOLOGICAL INTEREST.

4.175 Large scale works which cause extensive disturbance of ground in currently undeveloped areas such as opencasting, afforestation, the construction of major highways and substantial areas of new development may affect areas with as yet unidentified archaeological interest.

4.176 It is important to take account of previously unknown or unidentified sites at the earlier stages of preparing development proposals, in desktop assessment and, where necessary field evaluation. Any sites or areas of archaeological interest identified will be subject to Policies C4, C4.2, C4.3 and C4.5.

C4.5 WHERE ARCHAEOLOGICAL REMAINS OR ARTEFACTS ARE DISCOVERED ACCIDENTALLY DURING THE COURSE OF DEVELOPMENT ON PREVIOUSLY UNIDENTIFIED SITES, SUCH FINDS SHOULD NOT BE UNNECESSARILY DAMAGED OR REMOVED.

4.177 Developers and contractors will be encouraged to:

- do their best not to disturb the object and cease work if this would endanger the object or prevent or impede its excavation or removal;
- take all steps to preserve the object in the exact position and condition in which it was found; and
- inform the archaeologists of either the County Conservation Team or the Tyne and Wear County Museums Service so that the object may be recorded and/or recovered.

MINERAL EXTRACTION AND UNSTABLE LAND

INTRODUCTION

4.178 Newcastle is not rich in minerals other than coal. The entire Plan area lies within the shallow coal field, although the extent of the built up area is one especially precluding constraint on extraction. It is unlikely during the Plan period, that there would be proposals for new deep or drift mines within the City.

4.179 The City contains very limited deposits of non-energy minerals, mainly sand and gravel, which are of poor quality and poorly located. The Tyne and Wear Minerals Local Plan, adopted in 1989, identified areas of extraction and reserves to be protected from sterilisation which provide the County's contribution to the relevant regional and national targets. The Minerals Local Plan did not identify any such areas or reserves in Newcastle. The UDP adopts the approach of the Local Plan and no allocations have been made.

MINERAL EXTRACTION

MIN1 PLANNING APPLICATIONS FOR MINERAL EXTRACTION, INCLUDING OPENCAST COAL EXTRACTION, MUST CONTAIN SUFFICIENT INFORMATION TO ENABLE FULL CONSIDERATION OF THE LIKELY EFFECTS OF THE PROPOSALS ON, AND MITIGATING MEASURES AS APPROPRIATE IN RESPECT OF:

- A. THE AMENITY AND ENVIRONMENT OF LOCAL RESIDENTS AND COMMUNITIES, PARTICULARLY IN RESPECT OF NOISE, DUST, VIBRATION, TRAFFIC AND VISUAL INTRUSION;
- B. THE LANDSCAPE, (BOTH DURING AND AFTER WORKING), INCLUDING THE EFFECT ON THE GENERAL MATURITY OF THE LANDSCAPE, AND THE LOSS OF PARTICULAR LANDSCAPE FEATURES, THE VISUAL IMPACT OF WORKINGS ON SURROUNDING AREAS, IMPORTANT TRANSPORT CORRIDORS AND THE MAJOR APPROACHES AND ENTRANCES TO THE CITY;
- C. FEATURES OF ARCHAEOLOGICAL, HISTORIC OR ARCHITECTURAL IMPORTANCE, INCLUDING LISTED BUILDINGS AND THEIR SETTINGS; AREAS OF NATURE CONSERVATION VALUE INCLUDING SITES OF SPECIAL SCIENTIFIC INTEREST (SSSIs) AND OTHER SITES OF NATURE CONSERVATION VALUE INCLUDING WILDLIFE CORRIDORS, OR AREAS OF RECREATIONAL VALUE;
- D. THE SURROUNDING ROAD NETWORK AND THE GENERATION OF TRAFFIC;
- E. EMPLOYMENT POTENTIAL INCLUDING ECONOMIC DEVELOPMENT AND TOURISM;
- F. EXISTING AGRICULTURAL LAND QUALITY; AND
- G. THE GENERAL NEIGHBOURHOOD WHERE NO MORE THAN ONE SUCH SCHEME SHOULD BE IN PROGRESS AT ANY ONE TIME AND WHICH SHOULD NOT SUFFER A CONTINUOUS OR NEARLY CONTINUOUS SERIES OF SUCH SCHEMES.

MIN2 WHERE DEVELOPMENT IS ALLOWED, THE SITE WILL BE RESTORED TO AN APPROVED SCHEME FOR AN APPROPRIATE BENEFICIAL AFTER-USE AND ALL AREAS OF DERELICTION WITHIN THE SITE WILL BE RECLAIMED. WHERE THE PROPOSED AFTER-USE IS AGRICULTURAL, FORESTRY OR AMENITY, THE SITE WILL UNDERGO A PERIOD OF AFTER-CARE TO AN AGREED PROGRAMME. WHERE THE PROPOSED AFTER-USE OF THE SITE IS AGRICULTURAL, THE PRIMARY AIM OF THE PROGRAMME WILL BE TO MAINTAIN AND/OR IMPROVE ITS AGRICULTURAL QUALITY AND POTENTIAL.

4.180 Mineral extraction, including opencast mining, by its very nature has a disruptive effect on land taken for working, on the surrounding neighbourhood and on the landscape of the area. It can cause considerable disturbance to nearby residents and other sensitive land users. It can lead to visual intrusion, noise, dust and vibration and heavy traffic resulting in a diminished quality of life for those living near to sites.

4.181 The disturbance caused to local residents, businesses, schools etc. will be a major consideration in assessing proposals for mineral extraction. The Council will limit this disturbance by controlling the number of schemes which can be operational in an area at any one time. The cumulative effects of mineral workings on local communities and landscapes will be taken into account when determining planning applications. This will include the length of time the communities have been affected by mineral workings, including the restoration of sites by landfill. A “general neighbourhood” for the purposes of this Policy cannot be defined by boundaries on a map but the following factors will be taken into account in applying the Policy:

- a) whether any given settlement will suffer adverse effects from the proposed mineral extraction scheme (traffic, dust, noise, visual intrusion) which recently has suffered or is currently suffering from the effects of another scheme; and
- b) whether from any normally frequented point of view more than one scheme would be visible at any one time.

In assessing the cumulative effect, the Council will take into account the number of schemes in the area and the period of time which has elapsed between them. The quality of the restoration and landscape resulting from past mining operations will also be a significant factor.

4.182 The City Council is committed to upgrading the environment and to protecting and enhancing the open countryside. The City Council will, therefore, seek to protect the attractive and diverse features of the landscape and areas of ecological and archaeological value. All operators will be required therefore to submit a detailed assessment of the environmental issues and effects that may occur from the proposed development. The assessment of the proposal will also take into account any impact on the longer term employment, recreational and tourist potential of the City. The assessment must also include proposals to mitigate the adverse environmental impact of mineral extraction. Operators will be encouraged to submit full environmental statements with all schemes under the provisions of the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988.

4.183 Mineral extraction has the potential to create new landscapes. Where appropriate, for example, in derelict or otherwise visually poor areas, this should be realised to its full potential. Restoration design and after-use will be a major consideration at the planning application stage and must be an integral part of the scheme. Operators will be encouraged to restore sites progressively where practicable, to minimise damage to the environment.

4.184 The City Council will generally seek to avoid extensive areas of featureless uniformity, and restoration schemes should incorporate a diversity of topography to add to the landscape quality. Schemes must make provision for tree and hedgerow planting, the creation of a variety of wildlife habitats (including the provision of open water areas and wetlands where appropriate) and improved public access to the countryside.

4.185 On land other than the best and most versatile agricultural land, the Council will wish to see imaginative after-uses, such as restoration to managed woodland and outdoor recreational uses, including water based recreation, particularly on the urban fringe. After uses other than agricultural, woodland and recreation will be considered on their merits in accordance with the policies of the Plan.

4.186 Where appropriate, the Council may seek to enter into planning obligations with developers to control lorry routes and to ensure the proper long term management and maintenance of woodland, amenity and nature conservation areas.

Opencast coal mining

MIN3 APPLICATIONS FOR OPENCAST COAL EXTRACTION WILL BE DETERMINED HAVING REGARD TO DEVELOPMENT CONTROL POLICY STATEMENT 20 - MINERAL EXTRACTION.

4.187 The Government considers that opencast coal can often be produced cheaply and profitably, and is an important source of low cost energy. National policy is to seek a balance between developing this relatively low cost energy source and the need to protect the environment. The above policy recognises that proposals for opencast operations need to be considered with full regard to their potential environmental effects and the scope for mitigating these effects, including the satisfactory restoration of the site.

4.188 The City Council considers that the amount of opencast extraction should be determined by reference to all appropriate factors, and will seek to achieve an equitable balance between the economic benefits for the industry and the effect on the environment of the coal industry’s existing and proposed operations in the City.

4.189 The Development Control Policy Statement provides a framework to secure this balance. It specifies the more detailed criteria against which applications will be considered and reflects the types of conditions which will be attached to a planning permission. These include measures to protect local residents and to ensure the restoration and beneficial after-use of the sites.

MIN4 PLANNING PERMISSION WILL NOT BE GRANTED FOR PROPOSALS FOR THE UNCOORDINATED AND PIECEMEAL WORKING OF SITES WHICH ARE PART OF A LARGER RESERVE; NOR WILL PERMISSION BE GRANTED FOR SIMILARLY UNCOORDINATED PROPOSALS FOR THE REWORKING OF RESTORED SITES.

4.190 Piecemeal working of sites can lead to the inefficient working and possible sterilisation of coal and other minerals, a continuous or nearly continuous series of schemes resulting in unplanned and unsatisfactory overall restoration of the area as a whole and uncertainty for local communities. Applications for permission to extract coal will therefore have to show that the site is not part of a larger workable reserve or that the larger reserve will be worked in a planned manner. Reworking of sites or the successive working of continuous sites in a piecemeal fashion will not be acceptable. Where appropriate, the Council may seek to enter into planning obligations with developers to prevent piecemeal working.

MIN5 OPERATORS SHALL MAKE PROVISION FOR THE PRIOR APPRAISAL AND PROPER UTILISATION OF OTHER ECONOMICALLY WORKABLE MINERALS OCCURRING ON PROSPECTIVE OPENCAST SITES PROVIDED THAT IT CAUSES NO ADDITIONAL ENVIRONMENTAL DISTURBANCE BY INCREASING THE WORKING AREA, PROLONGING THE WORKING LIFE OR IMPEDING THE PROPER RESTORATION OF THE SITE.

4.191 Commercially exploitable deposits of other minerals should be identified to determine whether they can be worked in accordance with good practice during opencast working for coal. These exploitable minerals will generally be brick shales and fireclays. Although reworking of sites will not be acceptable, proposals to bury worked minerals for later extraction may be permissible in exceptional circumstances.

MIN6 THE NEED TO SAFEGUARD PROVEN COAL RESERVES AGAINST STERILISATION BY OTHER FORMS OF DEVELOPMENT WILL BE TAKEN INTO ACCOUNT.

4.192 Coal is a finite resource. Built development can effectively sterilise reserves of coal, preventing their recovery from both the developed and adjacent land. The implications of the sterilisation of reserves will however have to be balanced against the environmental impact of working the coal as set out in Policy MIN1 above.

MIN7 IN ADDITION TO POLICY MIN1 AND DEVELOPMENT CONTROL POLICY NOTE 20, APPLICATIONS FOR THE EXTRACTION OF MINERALS OTHER THAN COAL WILL BE CONSIDERED IN THE CONTEXT OF THE REGIONAL COMMENTARY AND ANNUAL REPORT OF THE NORTHERN REGION WORKING PARTY ON AGGREGATES.

4.193 The City contains no hard rock and very limited supplies of brick shale and clay which are only likely to be extracted as part of an application for opencast coal extraction.

4.194 There are limited poor quality supplies of sand and gravel in the City at Newburn and Prestwick Carr. The reserves at Newburn lie within the Newburn Country Park, on land owned by the City Council, in an area of exceptional landscape value in the Green Belt. The reserves at Prestwick lie within land owned by the Ministry of Defence and within the Prestwick Carr Site of Special Scientific Interest (SSSI) and Site of Nature Conservation Importance (SNCI). The extraction of these minerals would be uneconomic because of their poor quality, and environmentally unacceptable because of their location, landscape value and nature conservation importance. It is therefore not proposed to safeguard these minerals from sterilisation, thereby continuing the policies of the Tyne and Wear Minerals Local Plan.

4.195 The Council will encourage the reclamation and recycling of demolition and other suitable materials for use as secondary aggregates. They wish to encourage the increased use of secondary aggregates where they are technically, economically and environmentally acceptable as substitutes for primary materials. Increasing the use of secondary aggregates could contribute significantly to the overall supply of aggregates leading to a reduction in the requirement for reserves of new materials and landfill sites for the disposal of demolition and other waste. Applications for recycling plants will be considered in accordance with Development Control Policy Note - Waste Disposal and Waste Handling Facilities, and other relevant Plan policies. The

Council will also have regard to Government guidance on the increased use of secondary aggregates and will investigate ways in which they can take a more positive role in this matter.

UNSTABLE LAND

MIN8 DEVELOPMENT IN AREAS OF UNSTABLE GROUND WILL BE ALLOWED ONLY WHERE DEVELOPMENT PROPOSALS SHOW THROUGH SITE INVESTIGATION AND ASSESSMENT THAT THE EFFECTS OF ANY GROUND INSTABILITY CAN BE OVERCOME BY REMEDIAL, PRECAUTIONARY OR PREVENTIVE MEASURES.

4.196 Newcastle, is widely affected by old mine workings and quarries and areas of made ground which in some circumstances may cause instability. Planning Policy Guidance Note 14 -Development on Unstable Land, recommends that where major areas of such land are known to the local authority their location shall be made clear. The plan opposite shows the areas of the City affected by instability due to old mine workings. This instability may affect the development potential of some sites, although in most circumstances the likelihood of damage occurring through subsidence or other effects of old mine workings has passed.

4.197 A coal mining report from British Coal will normally identify any instability, and its extent. Discussions with British Coal and the City Council will enable a developer to identify any appropriate structural or other precautions or site investigations required.

4.198 A coal mining report may not identify areas of made ground not associated with past coal mining. As a general rule investigations will have to be carried out on sites within 250 metres of known quarries and tipped areas. Sites in the Tyne river corridor where there is a long history of these activities should be assumed to be, or be near to made ground.

4.199 Stability reports should include an assessment of ground and ground water conditions and any other relevant factors affecting stability, based on desk studies, site reconnaissance, sub-surface investigation and laboratory testing and monitoring as appropriate.

4.200 If a developer has any reason to believe that a site may be unstable or is likely to become unstable, early pre-application discussions with the local planning authority are recommended.

4.201 The responsibility for determining whether or not the ground conditions are suitable for a particular purpose and that all necessary structural or other remedial measures have been carried out rests with the developer and/or the landowner, and not with the City Council.

WASTE DISPOSAL

INTRODUCTION

4.202 The City is not self-contained as regards waste disposal. UDP policy concerning the topic is therefore set within the context of the County of Tyne and Wear. A Waste Management Plan for Tyne and Wear is being produced under the provisions of the Environmental Protection Act 1990 for the five waste disposal authorities in the County by the Tyne and Wear Waste Regulation Authority. The aim of the Plan is to:

- dispose of waste at the least cost to the community;
- safeguard and enhance the environment; and
- utilise waste as a resource.

4.203 The Council is keen to encourage a reduction in the amount of waste produced and which has to be managed. The Waste Management Plan will make provision for dealing with all wastes arising and disposed of within the County. It will also set out present and future patterns of disposal methods to satisfy the needs of the public and private sector. The UDP deals with the land use implications of this strategy.

4.204 The City produces over 300,000 tonnes of domestic, commercial and industrial waste per annum. Of this, some 190,000 tonnes is handled by the City Council. In addition, a further 2,000 tonnes of material is collected by various means through existing recycling initiatives.

4.205 Approximately 160,000 tonnes of waste per annum is processed through two locations, Benwell Transfer Station and Byker Reclamation Plant, whilst the remainder is transported direct to landfill sites. Benwell is a conventional waste transfer station, whilst at Byker refuse derived fuel (RDF) is produced from the paper and plastic in the waste stream. The fuel produced is used in the adjoining combined heat and power plant and in the Cruddas Park district heat station. The Reclamation Plant is currently processing 2,000 tonnes of waste each week producing up to 600 tonnes of RDF and recovering between 50 and 60 tonnes of ferrous and non ferrous metals. Waste from Benwell and the residue from the Byker process are currently transported to various landfill sites and North Tyneside MBC's incineration plant for final disposal.

RECYCLING OF WASTE

4.206 All waste collected by the City Council will be processed for reclamation and recycling purposes before final disposal of residues to landfill. The City Council has a Waste Recycling Plan as required by Part II of the Environmental Protection Act 1990.

4.207 The Waste Recycling Plan recognises the economic and environmental benefits of recycling waste materials including a reduction in volume of waste arisings, reducing the need for landfill, and the cost of waste disposal with a subsequent reduction in global demand for resources.

CONTROL OVER DEVELOPMENT

WD1 PROPOSALS FOR NEW, OR EXTENSIONS TO EXISTING WASTE DISPOSAL AND HANDLING FACILITIES WILL NOT BE ALLOWED UNLESS THEY COMPLY WITH THE REQUIREMENTS OF:

- A. THE TYNE AND WEAR WASTE MANAGEMENT PLAN; AND**
- B. THE NEWCASTLE CITY COUNCIL WASTE RECYCLING PLAN.**

4.208 There is one landfill site within the City, operating at Brenkley since 1992 for a period of 10 years. Within the Plan period it is unlikely that new landfill sites will become available or be required. The City Council will therefore continue to promote a strategy of reclamation and recycling waste thus reducing the amount which finally has to go to landfill.

4.209 The Environment Agency has taken over the functions of the Waste Regulation Authority, and in due course is expected to publish the Tyne and Wear Waste Regulation Authority Waste Management Plan. This will provide the framework for waste disposal needs and priorities in the County.

4.210 Applications for new and extended waste disposal and waste handling facilities, including landfill sites, incinerators, transfer stations and scrap yards will have to show that the methods of disposal are proven, effective and environmentally acceptable and that consideration has been given to waste reduction by means of appropriate, practicable and economic recycling measures.

WD2 APPLICATIONS FOR NEW, OR EXTENSIONS TO EXISTING WASTE DISPOSAL AND WASTE HANDLING FACILITIES WILL BE ALLOWED IF THEY ARE IN ACCORDANCE WITH THE DEVELOPMENT CONTROL POLICY STATEMENT WASTE DISPOSAL AND WASTE HANDLING FACILITIES.

4.211 All applications for waste disposal and waste handling facilities will have to show that the facility can be operated without adverse effect on residential amenity, nature conservation, pollution control, productive agricultural land and all other relevant matters identified in the Development Control Policy Statement. In certain circumstances the Council will seek to enter into planning obligations with developers to control lorry routes and the proper restoration and after care of any landfill or landraising site including the long term management and maintenance of wetland, amenity and nature conservation areas.

4.212 In addition to those operations listed in Schedule 1 of the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988, the City Council will normally require an environmental assessment for all waste disposal projects listed in Schedule 2 of these Regulations. These include landfill and land-raising proposals, incinerators, sewage sludge treatment and disposal plans and large scrapyards or other re-processing and recycling plants. Small scrapyards and similar operations may also require an environmental assessment where sites are in a sensitive location or involve particularly obtrusive operations.

WD3 SITES FOR USE BY THE PUBLIC FOR THE RECEPTION OF WASTE, INCLUDING RECYCLABLE MATERIALS WILL BE ALLOWED PROVIDED THEY:

- A. ARE ACCESSIBLE TO THE PUBLIC; AND**
- B. DO NOT HARM AMENITY.**

4.213 The public have an important part to play in recycling waste. The City Council aims to improve the number and location of waste reception sites (also known as civic amenity sites) and bottle, paper, plastic, can and textile banks. These will be assessed in relation to the above policies. In general, suitable locations for bottle and other banks are likely to be district shopping centres, supermarket car parks and large factory and office complexes.

POLLUTION AND OTHER HAZARDS

INTRODUCTION

4.214 The best environmental policy seeks to prevent the occurrence of pollution or other nuisances such as noise and vibration and contamination of land at source, rather than subsequently trying to counteract their effects.

4.215 Potential problems arising from any form of development need to be considered at the planning stage so that appropriate measures can be taken to minimise and, where appropriate, contain pollution and other hazards.

POLLUTION CONTROL

4.216 Pollution is an undesirable secondary effect associated with certain forms of land use and development. Pollution can arise from a variety of sources including particular industrial activities, waste storage and treatment. Polluting substances can occur in air, water or land or any combination of these. Contaminated land represents historic pollution concentrated in a particular area.

4.217 Many of the pollution control powers lie with the Environment Agency. The City Council also has powers to control emissions from existing development under the Environmental Protection Act 1990. Planning Policy Guidance 23 Planning and Pollution Control gives guidance on the relevance of pollution controls to the exercise of planning functions. Full details of pollution control systems are set out in its Annexes 1- 4.

4.218 The planning system has an important role to play in controlling the location of any potential polluting development and other new development in close proximity to any existing sources of pollution.

POL1 DEVELOPMENT WHICH IS SUBJECT TO POLLUTION CONTROL UNDER THE PROVISIONS OF THE ENVIRONMENTAL PROTECTION ACT 1990 WILL ONLY BE ALLOWED WHERE IT CAN BE DEMONSTRATED THAT THERE WOULD BE NO HARMFUL EFFECT ON THE ENVIRONMENT OR DETRIMENT TO THE SAFETY OR AMENITY OF THE PUBLIC.

4.219 Through the use of its development control powers the City Council, in conjunction with the Environment Agency, will examine the environmental impact of new, potentially polluting development including the effects of the discharge of smells or fumes, and the potential for risk to safety or contamination to land or ground water supplies. This policy will also apply to the assessment of proposals for the intensification of use of existing development.

4.220 The Environmental Protection Act 1990 has extended the scope and effectiveness of pollution controls, and regulations have been introduced to cover integrated pollution control (IPC) and controls over air quality, water quality and waste management.

4.221 The regulating authorities will require industries to adopt techniques to prevent, minimise or render harmless polluting substances using 'the best available techniques not entailing excessive cost' (BATNEEC). Those operations subject to Integrated Pollution Control will also have to achieve the 'best practicable environmental option' (BPEO) where releases to more than one medium are likely to occur, to ensure that a problem is not transferred from one medium to another.

4.222 The use of BATNEEC and BPEO will provide guidance to the City Council as local planning authority on particular proposals. The use of BATNEEC and BPEO do not in themselves ensure that any development is then satisfactory from a planning point of view. The policies in the Plan for the protection of the environment, residential amenity and road safety will also be relevant.

POL2 NEW DEVELOPMENT FOR HOUSING (INCLUDING HOSTELS AND CARE HOMES) AND EDUCATIONAL, HEALTH AND OTHER PUBLIC BUILDINGS WILL ONLY BE ALLOWED IN OR NEAR AREAS SUBJECT TO ENVIRONMENTAL POLLUTION WHERE IT CAN BE DEMONSTRATED THAT THERE IS NO SIGNIFICANT RISK TO HEALTH OR SAFETY FROM EMISSIONS INTO THE AIR, LAND OR WATER.

4.223 In considering this type of application the City Council will wish to establish that new development will not be subject to nuisance or other adverse impacts caused by the release of smoke, fumes, gases, dust, steam, smells or noise or other emissions.

4.224 The City Council will therefore consult the Environment Agency in respect of any application for planning permission for the following types of development:

- sites within a radius of 500 metres of a process subject to integrated pollution control (IPC); or
- sites within 100 metres of a process subject to local authority air pollution control (LAAPC), involving:
 - the construction of 5 or more dwellings;
 - any development which will regularly attract significant numbers of people, for example a shopping centre, entertainment complex or offices;
 - any development which itself has the potential for pollution and which gives rise to concerns of a possible cumulative impact; and
 - the construction of tall buildings in locations where they could be affected by emissions from nearby tall chimneys.

4.225 There are four sites subject to IPC in the City. These are;

- Cookson Industrial Materials, Elswick Works (lead works);
- Byker Waste Derived Fuel Power Station, Byker Road, Walker (heat and power generation);
- Byker Reclamation Plant, Byker (production of refuse derived fuel); and
- Sanofi Winthrop, Fawdon (medical products).

4.226 All uses involving the following activities are subject to LAAPC:

- the combustion of waste oil under 0.4 MW thermal output;
- metal production and processing;
- mineral industries;
- chemical industries;
- waste disposal and recycling; and
- other industries, which have premises registered in Newcastle, include coating processes and printing, manufacture of dyestuffs, printing ink and coating materials and timber processes.

4.227 This policy will also apply to developments on or near contaminated land where there is a possibility that environmental pollution may have spread outside a contaminated site.

Pollution of Water Resources

POL3 DEVELOPMENT WHICH COULD CAUSE A DETERIORATION OF THE WATER QUALITY IN WATERCOURSES OR IN THE QUALITY OF GROUND OR SURFACE WATER WILL NOT BE ALLOWED.

4.228 The City Council, together with the Environment Agency, and Northumbrian Water is committed to protecting and improving the water environment. New development will only be allowed where provision is made for all the necessary infrastructure to protect water quality. Developers may be required to enter into planning obligations to secure the necessary measures. Applications which cannot provide adequate protection of watercourses, ground and surface water will be refused. New development which poses an unacceptable risk to ground water or watercourses such as the disposal of effluent in soakaways, landfilling in unsealed sites or inappropriate storage of chemicals will be refused unless appropriate measures to prevent pollution are included as part of the development proposals.

4.229 Water quality also depends upon the amount of water available. Low water levels in watercourses can lead to unacceptable levels of pollution within them as a result of less dilution. If water quantity drops and the amount of pollutant stays the same, the degrees of pollution (for example as measured in mg per litre) will increase and water quality will deteriorate.

4.230 In dealing with pollution and water borne waste from new and existing development, water and sewerage undertakers are required to meet certain standards which are reviewed and revised from time to time. In particular the requirements of the Urban Waste Water Treatment Directive (91/27/EEC) will need to be met during the Plan period. This may require the provision of new or extended water treatment and sewage within the Plan period. Should proposals come forward, they will be considered against the policies set out elsewhere in this Plan. Permission would not be refused unless there were clear planning reasons for doing so.

POL4 POLLUTION ARISING FROM EXISTING DEVELOPMENT AFFECTING THE RIVER TYNE, THE OUSEBURN, THE NEW BURN AND OTHER WATERCOURSES WILL BE REDUCED BY:

- A. ASSESSING, WITH RELEVANT STATUTORY ORGANISATIONS, THE ADEQUACY OF EXISTING INFRASTRUCTURE, IN PARTICULAR COMBINED SEWERS AND STORM WATER OVERFLOWS; AND**
- B. MONITORING OTHER KNOWN SOURCES OF POLLUTANTS AND EXPLORING WITH LAND OWNERS AND OCCUPIERS PRACTICAL MEANS OF REDUCING OR ELIMINATING THE PROBLEM.**

4.231 The release of even small quantities of domestic and industrial sewage into watercourses can have a devastating effect on wildlife and general amenity. Further investigation by the City Council, the Environment Agency and Northumbrian Water of sources of pollution into the Ouseburn and other streams is required, followed up by joint action. The City Council as local planning authority has an important part to play through its control of new or intensified development in the various drainage basins. The creation of a Local Environment Agency Plan based on the River Tyne Catchment will assist this process.

POL5 DEVELOPMENT WHICH IS LIKELY TO CAUSE POLLUTION OF THE AIR, LAND OR WATER AND SO HARM A SITE PROTECTED UNDER POLICIES NC1.1, A WILDLIFE CORRIDOR PROTECTED UNDER POLICY NC1.5 OR OTHER KNOWN WILDLIFE HABITAT WILL NOT BE ALLOWED.

4.232 Wildlife can be adversely affected by levels of pollution much lower or more localised than those that affect human health. The dangers of temporary but often traumatic pollution and disruption during construction are also recognised and measures will be taken to minimise these in sensitive locations.

CONTAMINATED LAND

4.233 Section 143 of the Environmental Protection Act 1990 will place a duty on local authorities to compile local registers of potentially contaminated land. This is land which because of its past use for certain specified industrial or waste disposal purposes, may now represent a possible hazard to health or the environment. The Government are currently consulting all interested bodies and regulations will be introduced to bring Section 143 into force during the Plan period. Until then, the City Council will continue to encourage the reuse of contaminated land following reclamation.

4.234 Investigation and reclamation of known or potentially contaminated land will be encouraged, particularly where the contamination is a constraint to development or causes a known or potential risk to health. The re-use of contaminated land can contribute towards urban regeneration and reduce the need to use new sites outside the built-up area. The City Council will encourage the treatment of contaminated land, including the use of derelict land grant, to enable it to be re-used or permanently landscaped.

POL6 DEVELOPERS WILL BE REQUIRED TO UNDERTAKE A THOROUGH SITE INVESTIGATION WHERE A SITE IS, OR MAY BE CONTAMINATED. THE INVESTIGATION MUST IDENTIFY THE NATURE OF CONTAMINATION TOGETHER WITH THE REMEDIAL MEASURES REQUIRED TO TREAT OR REMOVE IT IN ACCORDANCE WITH THE BEST PRACTICABLE ENVIRONMENTAL OPTION APPROPRIATE TO THE PROPOSED DEVELOPMENT AND THE NATURE OF THE SITE. DEVELOPMENT WILL NOT BE ALLOWED TO COMMENCE UNTIL THESE MEASURES HAVE BEEN COMPLETED, UNLESS THEY ARE EFFECTED AS PART OF THE ACTUAL DEVELOPMENT PROCESS.

4.235 Developers will be required to investigate the site conditions of land which is known, or suspected to be seriously contaminated prior to planning permission being granted. On land where there is only slight or potential contamination, conditions may be imposed requiring site investigations before development begins on site.

4.236 In all cases any contamination must be treated or removed prior to development. Chemical and organic pollution should be treated, so far as is possible, on site and leachate prevented from migrating from polluted sites prior to its treatment.

4.237 It is the responsibility of the developer to ensure the safe development and secure occupancy of the site.

NOISE AND VIBRATION

4.238 Noise and vibration are the most common forms of pollution experienced by the general public. A great deal can be done through the planning system to reduce the risk of intrusion of noisy development.

4.239 The City Council aims to reduce the impact of noise affecting sensitive land uses such as homes, schools or hospitals. These noise sensitive developments cannot be reconciled with uses which generate high levels of noise. Background or ambient noise levels in many suburban and rural parts of the City are very low and the introduction of noisy activities, including traffic, can be very disruptive.

4.240 For the purpose of these policies noise shall also include vibration transmitted through the ground or structures.

POL7 DEVELOPMENT WHICH GENERATES NOISE SUFFICIENT SIGNIFICANTLY TO AFFECT EXISTING AMBIENT SOUND OR VIBRATION LEVELS IN RESIDENTIAL AREAS OR OTHER NOISE SENSITIVE AREAS WILL ONLY BE ALLOWED IF IT COMPLIES WITH THE ATTENUATION AND MONITORING REQUIREMENTS OF THE DEVELOPMENT CONTROL POLICY STATEMENT 22 - NOISE AND VIBRATION.

POL8 NOISE SENSITIVE DEVELOPMENT EXPOSED TO UNACCEPTABLE LEVELS OF NOISE FROM ROADS, EXISTING INDUSTRIAL AREAS OR OTHER NOISE GENERATING USES WILL ONLY BE ALLOWED IF IT COMPLIES WITH THE DEVELOPMENT CONTROL POLICY STATEMENT 22 - NOISE AND VIBRATION AND INCORPORATES SATISFACTORY ATTENUATION MEASURES.

4.241 Noise sensitive developments are dwellings, (including hostels and care homes), health buildings, educational establishments and other similar development. Noise generators can include roads, general industry, railways, airports, helipads, places of entertainment and leisure and construction sites.

4.242 For the purpose of policy POL7, the following uses or activities are major noise sources:

- roads with high levels of traffic noise;
- Metro and railway lines;
- industrial premises generating continuous or intermittent noise; and
- other uses where a high level of noise can be expected, particularly where there is significant night time activity when prejudicing residents peace and quiet.

4.243 The Development Control Policy Statement - Noise and Vibration requires developers to incorporate attenuation measures into their proposals which are counteractive to the effects of noise and vibration. Where these measures are inadequate the development will be refused.

4.244 New dwellings subject to high levels of night time traffic will warrant particular protection, and even with ameliorating measures may not be permitted where high levels of noise will continue throughout the night.

4.245 In certain circumstances the City Council will impose conditions restricting late night opening or operating hours or noise limits at site boundaries. Planning obligations may be required to ensure that planning conditions controlling noise levels are adhered to by monitoring noise emissions from site; particularly from large scale developments.

4.246 It may also be appropriate for the City Council to introduce reasonable measures to control noise from construction work, for example the imposition of planning conditions to limit working hours.

Aircraft Noise

POL9 NOISE SENSITIVE DEVELOPMENT IN AREAS AFFECTED BY AIRCRAFT NOISE WILL BE DETERMINED HAVING REGARD TO DEVELOPMENT CONTROL POLICY STATEMENT 22 - NOISE AND VIBRATION.

4.247 This policy relates to the impact of aircraft noise, and highlights the importance of ensuring that land which is, or is likely to be, subject to significant aircraft noise disturbance is not used for noise sensitive development. New residential development which is proposed in areas considered by the Council as potentially at risk from aircraft noise, i.e. within Noise Exposure Categories B or C (as defined in Development Control Policy Statement 22) will need to demonstrate that by incorporating noise attenuation measures an acceptable and sustainable sound environment can be achieved. This will however not be an option for developments such as family-type housing with gardens unless it can be demonstrated that gardens can be used without excessive adverse impact from noise from aircraft. This Policy will apply to the conversion of existing buildings to noise sensitive uses as well as to the construction of new buildings. New residential development proposed within areas which are subject to aircraft noise levels within Noise Exposure Category D will normally be refused. For non-residential new noise-sensitive development an upper limit of 60 Lq dB(A) is a desirable upper limit.

4.248 The Council in conjunction with Newcastle International Airport have identified areas liable to be within these noise exposure categories during the lifetime of the Plan. Map 2 shows the areas where developers will be required to submit noise assessments prior to planning applications being determined for noise sensitive developments.

4.249 The areas most prone to aircraft noise are immediately adjacent to the Newcastle International Airport, and under the principal arrival/departure air corridors. The pattern of traffic movements, routes and aircraft types will change over time. This will influence the nature and location of the noise contours which will be monitored and reviewed by the Council in conjunction with the Airport from time to time.

Railway and Metro Noise

POL10 NOISE SENSITIVE DEVELOPMENT WILL NOT BE ALLOWED WITHIN 30 METRES OF ANY RAILWAY TRACK OR WHERE THE 24 HOUR Leq EXCEEDS 60dB(A) OR WHERE THE AVERAGE MAXIMUM LEVEL OF TRAIN PASS BYS EXCEEDS 80dB(A).

POL11 PROPOSALS FOR RESIDENTIAL DEVELOPMENT WITHIN 60 METRES OF ANY RAILWAY TRACK SHALL INCLUDE AN ASSESSMENT OF THE IMPACT OF VIBRATION AND SHALL INCORPORATE ANY NECESSARY PRECAUTIONARY OR PREVENTIVE MEASURES AS PART OF THE SCHEME.

4.250 Railway noise emanates from various operational sources and railway lines, including marshalling yards and lines within tunnels, which can harm local amenities. Developers will be required to incorporate noise attenuation measures in accordance with Policies POL7 or POL8 and will have to include an assessment of the impact of vibration on new properties.

HAZARDOUS DEVELOPMENT

4.251 Hazardous development is specifically those industries which use hazardous substances as defined in the Town and Country Planning (Hazardous Substances) Act 1990 and accompanying Regulations. This legislation is concerned with the storage and use of those substances which could in quantities above specified limits, present major fire, explosion or toxic hazard to people in the vicinity.

4.252 The City Council has powers under these regulations to control the presence of hazardous substances and the use of nearby land.

POL12 PROPOSALS FOR NEW DEVELOPMENT OR THE INTENSIFICATION OF USE OF EXISTING PREMISES WHICH INVOLVE THE USE OR STORAGE OF HAZARDOUS SUBSTANCES WILL ONLY BE ALLOWED IF THERE WILL BE ADEQUATE SEPARATION FROM OTHER USES IN THE INTERESTS OF THE SAFETY AND AMENITY OF THE PUBLIC.

4.253 In considering applications for new developments which use or store hazardous substances on the site the City Council will take advice from the Health and Safety Executive in respect of the safe containment, handling or use of these substances.

4.254 The City Council also has a duty to consult the Health and Safety Executive in respect of applications for new development near notified hazardous installations. A consultation zone is defined for each industry dependent on the type and quantity of substance stored on site. These may change from time to time and the Hazardous Substances Authority will advise prospective developers accordingly.

Airport public safety zone

POL13 DEVELOPMENT RESULTING IN AN INCREASE IN THE NUMBER OF PEOPLE RESIDING, WORKING OR CONGREGATING IN THE PUBLIC SAFETY ZONES AT EACH END OF THE NEWCASTLE INTERNATIONAL AIRPORT RUNWAY WILL NOT BE ALLOWED.

4.255 Newcastle International Airport has one runway, with aircraft taking off and landing in both directions, depending upon weather conditions. Each runway threshold has a public safety zone, within which it is inappropriate to grant planning permission for any development likely to increase the number of people residing, working or congregating within it. The public safety zones are shown on Map 2.

Land at risk from flooding

POL14 DEVELOPMENT WHICH WOULD BE AT DIRECT RISK FROM FLOODING OR LIKELY TO INCREASE THE RISK OF FLOODING ELSEWHERE WILL NOT BE ALLOWED.

4.256 Areas at highest risk from flooding in the City area are limited and confined largely to the upper reaches of the Ouseburn. The City Council, in consultation with the Environment Agency, wishes to ensure that new development will not increase the risk of flooding which could endanger life or damage property. Development anywhere in the catchment may increase surface water run off, adding to the flood risk downstream, and may increase the risk of pollution and damage to river habitats. Supplementary Planning Guidance on flood risk will be produced separately from this Plan, and will include a map of land at risk from flooding.

4.257 Works required to reduce the risk of flooding created by development will be paid for by the developer. Developers may be required to enter into planning obligations to secure such payments.

5. TRANSPORT

INTRODUCTION

5.1 Transport fulfils important roles in the community:

- it provides vital support to existing economic, social and commercial activity; and
- it can be stimulus for employment, social and recreational opportunities.

Transport also affects the environment in many ways, in particular, road safety, noise, air quality, visual intrusion and community severance.

5.2 In developing policies for the lifetime of the Plan, the City Council has considered the changing context of transport and the important trends relative to urban transport provision.

A CHANGING CONTEXT

5.3 In 1980 the first stage of the Tyneside Metro System opened, offering a fast and regular service into the heart of the City Centre. Feeder bus services to Metro stations on the outskirts of the City Centre allowed convenient interchange and formed the basis of an integrated public transport service. Bus and Metro fares were subsidised by the local authorities providing an attractive and efficient service to the public. There were some important improvements to the highway network in the 1980's, most notably the new Redheugh Bridge. However, providing for access to the City Centre deliberately favoured public transport services.

5.4 More recently, increasing car ownership and use and growing competition for retail trade have resulted in a less restrictive regime for the private car in the City Centre. Bus deregulation effectively dismantled the integrated transport system on Tyneside and largely removed public transport provision from the control of the local authorities.

5.5 Now, problems of congestion, finite energy supplies, and a growing concern for the environment are refocussing public attention on the transport system. There is a need to review and re-establish transport policies for the City that reflect the needs and wishes of its inhabitants and safeguard the environment.

The growth in personal travel

5.6 Demand for personal travel has increased steadily over the past decade and is forecast to continue to rise into the next century. However, this growth has not been reflected in every means of travel.

5.7 Between 1988 and 1991 car ownership increased by 4.3% per annum in Tyne and Wear compared to a national increase of 3.1%. In the same period public transport use declined in the County by 19% which approximates to the national average decline. These significant changes have occurred in a period when the number of public transport services in the area has actually grown, i.e. fewer passengers but more services.

5.8 Growth in car ownership and use reflects increasing prosperity in the area. However, there is growing concern about the ability to cope with increasing numbers of vehicles on the road in a safe and environmentally acceptable way, and about the potentially poorer public transport service that may result from a declining market.

The environment

5.9 Newcastle has yet to see the problems of traffic congestion experienced in other conurbations. This is despite a compact City Centre constrained by the River Tyne to the south and the Town Moor to the north.

5.10 Even so more widespread use of the motor car is placing increasing stress on the City. Newcastle like other major cities in Britain and Europe is finding its City Centre less able to cope with traffic for an increasing proportion of the day. Furthermore, the dominance of vehicles in residential areas is fast becoming unacceptable to large sections of the community.

5.11 It is necessary to consider radical measures which can be implemented incrementally over a number of years to improve the environment and protect the City's long term viability. Such measures will determine priorities for road users, depending on their needs and the nature of the area, with the overall aim of removing extraneous traffic from City Centre streets, local communities and residential areas.

Transport policies

5.12 The City Council's aim is to meet the accessibility requirements of all sections of the community through a range of policies which recognise and prioritise the claims made upon the transport system by all existing and potential users. Policies throughout this Chapter generally refer to modes of transport, i.e. public transport, service vehicles, pedestrians, cyclists and private cars. However, the City Council, in particular, recognises the needs of people with disabilities and will ensure that their needs will be considered as a matter of priority in the development of all transport proposals contained within this Plan.

5.13 Through policies set out in this Plan, the City Council will:

- encourage the provision and use of public transport to help satisfy the increasing demand for personal mobility. Support will be targeted to giving greater priority to buses, providing additional park and ride facilities, examining the potential for extending the Metro system and examining the feasibility of light rail and bus transit systems;
- establish a hierarchy of roads and introduce traffic management measures to improve conditions for pedestrians, cyclists and people with disabilities, remove non-essential traffic and rat runs from local shopping centres and residential areas and reduce the environmental impact of motorised transport;
- support improvements to the highway network which:
 - assist public transport;
 - improve road safety;
 - protect and improve the environment;
 - improve facilities for pedestrians and cyclists;
 - improve accessibility to areas of employment; and
 - enhance its efficiency; and
- introduce traffic restraint measures within the City Centre aimed at giving priority to service vehicles, public transport, cyclists and pedestrians and those private cars essential to its viability.

PUBLIC TRANSPORT

T1 PUBLIC TRANSPORT PROVISION WILL BE ENCOURAGED BY IMPROVING OPERATING CONDITIONS AND FACILITIES.

Operating conditions

T1.1 OPERATING CONDITIONS FOR PUBLIC TRANSPORT WILL BE IMPROVED BY REQUIRING DEVELOPERS TO PROVIDE FOR OPERATIONAL NEEDS IN NEW DEVELOPMENT.

5.14 Public transport in Newcastle provides an efficient and flexible service. To perform well, public transport operations must provide accessibility and reliability. The City Council, as Highway Authority can assist in improving performance by implementing a variety of physical measures including the provision of bus priority measures on major bus corridors. Additional measures providing for the needs of public transport will be included in City Council highway improvements schemes.

5.15 It is important that new development reflects the needs of public transport and wherever possible, provides good access for buses. This may mean, for example, ensuring attractive, clearly defined through routes and the provision of lay-bys.

5.16 Improvements to the highway network will adopt the appropriate design criteria to assist bus operation.

5.17 Bus access in the City will be improved. The potential for the introduction of bus priority measures on the following major transport corridors will be investigated and a proposed implementation programme determined. Additional routes will be considered as the need arises.

1. Scotswood Road
2. West Road
3. Stamfordham Road
4. Ponteland Road
5. Great North Road
6. Coast Road
7. Shields Road/Fossway
8. City Road/Walker Road

5.18 In order to determine the optimum operational needs of bus services it will be necessary to monitor both bus and passenger movement. Bus delay and passenger movement will be regularly surveyed to identify locations at which priority measures should be introduced.

5.19 The Council will implement proposals as soon as possible to improve the reliability of bus services by reducing delay and journey times along the major transport corridors. In order to determine the scale, programme and extent of any proposals the Council will undertake an urgent assessment of these corridors taking into account the following criteria:

- a) Operational Considerations
 - delays
 - passenger movements
 - capacity (junction/link)
 - servicing
 - pedestrian movement
- b) Environmental Considerations
 - diverted traffic flows
 - noise/pollution
 - road safety
 - severance
- c) Economic Considerations
 - value to users
 - cost to community
 - cost to business (operators)
 - scheme cost

The City Council will also investigate measures in partnership with Gateshead MBC and Nexus, to improve conditions for buses on the central Tyne bridges.

5.20 In addition, and in association with the study of the potential for new park and ride sites, major transport corridors will be investigated to determine the scope for introducing bus priority measures.

5.21 In central Newcastle, the City Council will, as part of a radical new approach to the organisation of traffic movement, give priority to and encourage public transport through, for example, the introduction of traffic lanes dedicated to certain vehicle types. Buses will enjoy access to these lanes which will afford passengers high quality access to the core of the City.

T1.2 THE OPERATIONAL REQUIREMENTS OF PUBLIC TRANSPORT WILL BE PROVIDED FOR AT THE FOLLOWING LOCATIONS BY DEVELOPERS:

1. NORTHERN DEVELOPMENT AREA
2. NEWBURN HAUGH
3. SHIELDS ROAD
4. LITTLE BENTON

5.22 High priority will be given to public transport provision in the above areas especially in relation to bus services. Development layouts will be required to provide for attractive access arrangements, efficient movement and priority measures where appropriate.

Provision of facilities

T1.3 PUBLIC TRANSPORT FACILITIES WHICH PROVIDE A SAFE, CONVENIENT AND ATTRACTIVE ENVIRONMENT FOR USERS, PARTICULARLY VULNERABLE GROUPS, WILL BE PROMOTED AND SUPPORTED WHERE APPROPRIATE BY REQUIRING DEVELOPERS TO INCLUDE PUBLIC TRANSPORT FACILITIES IN DEVELOPMENT PROPOSALS.

5.23 Public transport facilities will be incorporated into the following major developments:

1. Northern Development Area
2. Newburn Haugh
3. Shields Road
4. Little Benton

Development must accommodate appropriate public transport facilities which may include bus shelters, seating and lighting.

5.24 Whilst improving operating conditions will make public transport more efficient there is considerable scope for increasing the attractiveness of public transport through improved terminus facilities, (for example lifts, escalators, seats, toilets, baby changing facilities, lighting and ventilation) and bus shelter provision, providing a high level of service for travellers. The City Council as Highway Authority will provide high quality passenger facilities, in conjunction with developers and assist in grant applications.

5.25 In general bus services in the urban area will need to continue to pick up and set down passengers on-street as they cross the City Centre. Existing central area streets used by buses will therefore need to remain available for bus operation paying due regard to Policy T3.6, and to have reduced traffic congestion and conveniently located bus stops with high quality, illuminated shelters and passenger information. Some longer distance suburban, rural and inter-urban services will need to terminate at well appointed bus stations located at or close to the major passenger destinations in the City Centre. The existing bus stations at Eldon Square and Haymarket generally fulfil this function well and will be retained.

5.26 Bus, Metro and coach stations often provide the first and last impression of an area, and passengers may have to wait some time between services. It is, therefore, important that such facilities are conveniently located and offer a safe and pleasant environment, particularly for vulnerable groups. Such groups include women, the elderly and people with disabilities.

5.27 New development will be required to meet the needs of public transport, wherever appropriate. For example, this may mean incorporating a new bus station into a City Centre redevelopment or providing bus shelters, seating and lighting at major development sites including:

1. Northern Development Area
2. Newburn Haugh
3. Shields Road
4. Little Benton

5.28 Bus concourse facilities at Eldon Square will be improved. This facility currently provides good public transport access to the City's retail centre. When accessed by the full range of bus services, significant congestion and delay occurs on Percy Street, and the Concourse may struggle to meet demands.

5.29 Both of these serious drawbacks can be ameliorated by restricting the function of the Concourse to cater for local services only, with no provision for any lay-over. Medium distance services could relocate to the additional facility at Gallowgate. The City Council will explore the feasibility of linking its future use to the most environmentally friendly modes of public transport.

T1.4 LAND IS ALLOCATED FOR THE DEVELOPMENT OF BUS STATIONS AS SHOWN ON THE PROPOSALS MAP AT:

1. GALLOWGATE
2. WORSWICK STREET

Gallowgate

5.30 At Gallowgate, the City Council owns and runs a public car park which could be redeveloped to provide office/commercial premises, multistorey public car parking and an attractive, well lit and ventilated bus station, to cater for medium distance services from areas to the west and south of the Region.

Worswick Street

5.31 Worswick Street bus station is well located to serve areas to the south of Newcastle. However, its facilities are old and in need of refurbishment. The City Council would encourage development which improves this facility, potentially in conjunction with the provision of multi-storey car parking at Pilgrim Street/Bells Court.

T1.5 A COACH STATION AT GALLOWGATE, AS SHOWN ON THE PROPOSALS MAP, WILL BE RETAINED.

5.32 The coach station at Gallowgate provides the major destination for coaches arriving in Newcastle. Its position adjacent to the proposed West Central Route gives it good access to the majority of destinations south of Newcastle via the Redheugh Bridge.

5.33 The existing facilities are old and run down and do not promote an attractive image to visitors. As part of any rationalisation, the City Council would support the comprehensive redevelopment of the area including improvements to the Coach Station facilities in order to provide, among other things, a modern, attractive city coach station.

T1.6 THE USE OF PUBLIC TRANSPORT WILL BE PROMOTED AND SUPPORTED BY:

- A. PROVIDING ATTRACTIVE PARK AND RIDE FACILITIES;
- B. SUPPORTING LOCAL RAIL SERVICES;
- C. EXAMINING THE FEASIBILITY OF METRO EXTENSIONS, LIGHT RAIL AND BUS TRANSIT SYSTEMS; AND
- D. IMPROVING HACKNEY CARRIAGE FACILITIES WHICH COMPLEMENT OTHER PUBLIC TRANSPORT SERVICES.

5.34 Park and ride facilities which provide an attractive service for motorists will reduce the volume of vehicles entering the City Centre and the land required for parking in the central areas. Suitably sited park and ride sites could reduce congestion and delays on some of the City's major radial routes with consequential environmental benefits. Park and ride can assist in supporting City Centre trade in an environmentally sympathetic way.

5.35 The City Council through the Passenger Transport Authority supports the British Rail service between Sunderland and Newcastle. The support provided under Section 20 of the Transport Act 1968, includes the intermediate stations and amounts to just over £1 m per annum, at 1990 values, a relatively low rate of subsidy per mile operated. The service carries approximately 2.4 million passengers per annum.

5.36 The Metro system is the backbone of Tyneside's public transport system. It provides a fast and regular service to over 250,000 passengers per week into the City Centre. Its operation does not cause pollution within the urban area and has significant potential to reduce highway congestion. Potential for expanding the existing system or introducing other high capacity and frequent public transport services (e.g. light rail transit (LRT) or bus transit system) into suitable areas will be fully examined.

5.37 The original design of the Metro System lends itself to an extension to the west of Newcastle via St. James Station. The potential for such an extension, which may include a large proportion of on-street running, will be examined. At the same time the Council will evaluate the costs and benefits of alternative forms of high capacity public transport systems (e.g. bus transit and light rail transit) which would complement existing facilities to provide the most advantageous public transport services for the western part of the City.

5.38 Taxis fulfil an important role in providing a convenient, and sometimes the only, form of transport for the public. Their potential in catering for an important and significant sector of users of the transport system will be maximised. The position and size of hackney carriage ranks will be reviewed to reflect the change in demand that follows the changing pattern of developments and activity in the City Centre. In many instances, existing ranks cease to attract users, whilst at other favoured locations there is often inadequate or no provision whatsoever. In order to increase convenience for the public and the attraction of this important service, regular reviews will be undertaken.

5.39 Park and ride facilities will be improved at the following locations:

1. Callerton Parkway
2. Kenton Bank Foot
3. Kingston Park
4. Regent Centre
5. Walkergate
6. New Bridge Street
7. Forth Yard
8. St. Lawrence

5.40 To maximise the potential of existing park and ride sites in the City, each site will be examined in detail. As a result, a programme of work will be determined to ensure suitable directional signing, remedial measures to the site or building to increase its attractiveness, and sufficient security measures to instill confidence in potential users. Park and ride will be promoted to stimulate higher patronage levels, particularly at weekends and during the festive season. Forth Yard to the west of the City Centre and St. Lawrence to the east, have been identified by the former Tyne and Wear Development Corporation for park and ride linked to a proposed public transport service between the sites to serve the Quayside. The City Council will provide direct support to these facilities by directional signing and promotional work.

T1.7 LAND IS ALLOCATED ON THE PROPOSALS MAP FOR PARK AND RIDE USE AT BYKER AND CALLERTON PARKWAY.

5.41 The City Council controls a number of public car parks in the vicinity of Shields Road Metro Station and Bus Loop. The use of these sites will be reviewed in order to provide a park and ride facility.

5.42 Part of the site at Callerton Parkway has already been developed for park and ride. The balance of the site as shown on the Proposals Map is reserved for an extension of the car park and development for purposes other than park and ride will not normally be allowed.

5.43 With parking provision in the City Centre fixed, increasing demand will be catered for, in part, by providing further park and ride sites on the major road corridors into the City. A study will be undertaken as a matter of urgency to assess the potential for additional park and ride sites on the following major radial routes into the City:

1. Scotswood Road
2. West Road
3. Stamfordham Road
4. Ponteland Road
5. Great North Road
6. Coast Road
7. Shields Road/Fossway
8. City Road/Walker Road

Further to the study to assess the potential for new sites within the City, the Council will liaise with neighbouring authorities to assess the potential of new sites outside the City's boundary.

5.44 The City Centre in particular contains a number of restrictions to general traffic movement usually to assist public transport and improve the environment for pedestrians. The proposals of this Plan will extend restrictions still further. Where restrictions exist, they will be re-examined in order to assist the movement of hackney carriages where this does not conflict with other policies. In the first instance the restriction on Blakett Street will be reviewed in order to permit hackney carriage access between 11.30 pm and 6.30 am when bus movements are low and there is little public transport available. A similar approach will be adopted on Pilgrim Street and many of the other roads in the City Centre.

5.45 The former Tyne and Wear Development Corporation responded to the City Council's concern over the effect of additional traffic generation on the Quayside through its proposal for a bus transit system linked to park and ride facilities and Central Station, which will be introduced to serve the East Quayside and other riverside development.

5.46 Traffic generated by development on the Quayside will be partly accommodated on the lower Quayside roads and through the on site parking facilities. However, there is limited scope to accommodate all of the potential demand for movement and parking in the riverside area. There is a need to intercept some visitors, particularly commuters at the two park and ride sites on the edges of the commercial area. This approach will only succeed if the public transport link between the two park and ride sites is frequent, reliable and attractive. The proposed facility for most of its length will run off-road but will require roadside facilities for passengers and priority at road junctions. The system will be of major benefit in attracting car borne visitors to the Quayside away from the immediate road network, providing a less congested, safer and enhanced environment for the pedestrian and cyclist.

TRAFFIC MANAGEMENT

T2 THE TRANSPORT SYSTEM WILL BE MANAGED TO RECONCILE THE COMPETING DEMANDS OF ALL USERS IN THE INTERESTS OF SAFETY, EFFICIENCY, ACCESSIBILITY AND THE ENVIRONMENT IN ACCORDANCE WITH THE FOLLOWING PRINCIPLES:

- A. IMPROVING SAFETY, PARTICULARLY FOR VULNERABLE GROUPS SUCH AS PEDESTRIANS, PEOPLE WITH DISABILITIES AND CYCLISTS;*
- B. IMPROVING THE ENVIRONMENT OF SHOPPING CENTRES, RESIDENTIAL AREAS, CONSERVATION AREAS AND OTHER AREAS WITH HIGH PEDESTRIAN ACTIVITY;*
- C. ENSURING THE EFFICIENT OPERATION OF THE HIGHWAY NETWORK;*
- D. IMPROVING OPERATING CONDITIONS FOR PUBLIC TRANSPORT AND SERVICE VEHICLES; AND*
- E. REDUCING THE ENVIRONMENTAL IMPACT OF MOTORISED TRANSPORT.*

General principles

5.47 Traffic management measures are used to improve road safety and facilitate, regulate or restrict the movement of traffic, depending on the role of the highway and nature of the surrounding area. Measures include:

- Traffic calming;
- Pedestrianisation;
- Minor road improvements;
- Traffic signals; and
- Road signs.

CITYWIDE MANAGEMENT

T2.1 THE FOLLOWING HIERARCHY OF ROADS IS DEFINED IN ORDER TO MANAGE MOVEMENT ON THE HIGHWAY NETWORK FOR THE PURPOSES OF POLICY T2:

- 1. Strategic highway*
- 2. Main distributor road*
- 3. Secondary distributor road*
- 4. Local road*
- 5. Local access road or pedestrian priority street*

5.48 The first four categories of road are identified on the Proposals Map. The remainder of the highway network not specifically identified falls within category 5.

5.49 The competing interests of different road users places considerable demand on limited roadspace, leading to congestion, environmental degradation and accidents. The City's roads can and must support a variety of users, varying from wheelchairs to heavy goods vehicles and at each part of the network the need to share facilities or segregate users must be considered. The road hierarchy categorises the highway network and facilitates a management regime to control, prioritise and co-ordinate use, securing safer and more efficient movement.

5.50 The principal reason for categorising the existing road system is to prioritise, restrict and segregate different forms of traffic, in accordance with the desired function of the network.

5.51 Managing an appropriately designated network will:-

- reduce the risk of accidents
- reduce the overall environmental impact of traffic, and
- reduce congestion

In addition, a clearly defined hierarchy assists in the clarification of policies in relation to the control of development.

Strategic highways

5.52 The primary role of strategic highways is to cater for relatively fast moving, long distance traffic.

5.53 These roads are expected to carry large volumes of traffic and be suitable for all heavy goods vehicle (HGV) movements as they will be either part of the national non-motorway trunk road system or important classified roads with, in many cases, direct links to trunk roads.

5.54 Parking is normally prohibited and ideally pedestrian movements should be segregated. If not segregated, pedestrian movement should normally be controlled. There should be limited frontage access, with local traffic movements at a minimum level. Their ability to operate efficiently helps to support local economies, and provides attractive routes which can divert traffic from more sensitive areas.

Main distributor roads

5.55 These roads distribute predominantly medium distance traffic and bus services within the principal residential, commercial and industrial areas. They connect strategic routes and form the main roads in those areas.

5.56 Main distributors will often carry large volumes of traffic which generally has an origin or destination close by. Frontage access and parking may need to be restricted, depending upon traffic flow and road characteristics.

Secondary distributor roads

5.57 Secondary distributor roads connect main distributors and strategic highways to smaller areas and carry significantly lower volumes of traffic than either of those categories, and fewer HGV's. Local traffic will predominate and pedestrian movement may be controlled depending upon traffic conditions.

5.58 Frontage access may need to be restricted, and there will be a significant amount of parking on many of these roads.

Local roads

5.59 These roads are often main estate or service roads and carry some HGV's and bus services.

5.60 There should be no through traffic movements and pedestrian control would not normally be provided. On street parking and frontage access are commonplace.

Local access roads or pedestrian priority streets

5.61 Access roads comprise the vast majority of Newcastle's highway network and the predominant activity is in providing direct access to buildings and land.

5.62 HGV movements should be related to delivery of goods and servicing of premises only and pedestrian movement will generally be unconstrained. On street parking will be extensive as there will be relatively low levels of traffic.

5.63 Traffic management measures may be required to ensure low traffic speeds which should be a feature of access roads.

5.64 Pedestrian streets will allow convenient movement for the pedestrian, with, in most situations, motorised transport gaining access only in emergencies and for essential servicing.

Traffic calming

5.65 Experience from abroad, particularly Holland, has indicated a high level of success with traffic calming measures to reduce vehicle intrusion in residential areas. Measures available to the City Council include 20 m.p.h. zones, road humps, road narrowing and closures, pedestrian crossing facilities and the strategic positioning of street furniture. These measures are aimed at reducing vehicle speeds and discouraging rat running. Such measures can reduce the dominance of areas by vehicles, improving conditions for pedestrians and residents.

T2.2 TRAFFIC CALMING MEASURES WILL BE INTRODUCED IN RESIDENTIAL AREAS AND THEIR INCLUSION AS PART OF NEW DEVELOPMENT AND HOUSING IMPROVEMENT PROGRAMMES WILL BE REQUIRED.

5.66 The City Council will continuously review traffic in residential areas and implement traffic calming measures which secure a safe and more attractive environment. They will be encouraged as part of new development, housing improvement schemes and, where appropriate, required as part of the development as Policy H4 provides.

5.67 Wherever appropriate, planned improvement to the existing housing stock will be complemented by such measures.

5.68 In addition to the provision of traffic calming measures in new development and areas of housing renewal, there will be an ongoing programme of works to existing areas which experience traffic conditions incompatible with the residential environment. The following traffic calming schemes have been identified for implementation, subject to relevant approvals;

1. Buddle Road
2. Heaton Cross Streets
3. Stanhope Street
4. Neptune Road
5. Byker Village
6. Cradlewell area

Additional areas will be identified for appropriate scheme implementation, throughout the life of the Plan.

5.69 Detailed design will take account of the needs of cyclists and would include consultation with the emergency services and bus companies. Efforts will be made to avoid major bus corridors, where potential passenger discomfort or vehicle damage could be a significant risk.

Air, port and rail facilities

5.70 Access to non-highway transport infrastructure for the movement of passengers and freight will be monitored and improved. The City Council supports and encourages the use and development of such transport facilities which can effect a reduction in the rate of traffic growth and thereby mitigate the environmental impact of transport.

5.71 The City Council will therefore:-

- support the continued development of Newcastle International Airport, in particular expanded freight handling facilities;
- support the use of the Port of Tyne, for the movement of freight, particularly for bulky goods; and
- support the use of the rail network for the movement of freight. The City Council's support for the use of rail services for public transport are included at Policy T1.6.

CITY CENTRE MANAGEMENT

T3 TRAFFIC IN THE CITY CENTRE WILL BE RESTRAINED TO GIVE PRIORITY TO PEDESTRIANS, CYCLISTS, PUBLIC TRANSPORT, EMERGENCY AND SERVICE VEHICLES AND THOSE CARS ESSENTIAL TO ITS FUNCTIONS AND VIABILITY, AND TO ENHANCE ENVIRONMENTAL QUALITY.

5.72 Vehicle movement is placing increasingly excessive demands on limited infrastructure. Appropriate action is necessary firstly to prevent congestion getting worse and then to reduce traffic levels to the minimum required to satisfy the City Centre's needs.

5.73 Opportunity exists in the City Centre to influence the competition for road space by giving certain forms of movement priority over others. It will be necessary to achieve an acceptable balance between the competing interests of those seeking access to the central area. This balance will be based upon the essential transport needs of the City Centre's institutions, businesses, retailers and residents.

5.74 Assessment of need is a complicated process which has already commenced. The City Council has obtained grant aid from the European Commission to conduct a study into the use of transport and energy using central Newcastle as a urban environment model.

5.75 Through this study, which commenced in April 1993 for a period of approximately 15 months, valuable information on the component parts of City Centre transport was obtained. The essential components identified by the City Council are:

- service, including emergency vehicles
- public transport vehicles
- pedestrians and cyclists
- private cars which have controlled access to a public parking space; and
- private cars which are essential to the needs of the City Centre.

5.76 A new and radical approach to catering for the City Centre's needs through the management of these components is now required.

The City Centre Local Plan and the former ring route concept

5.77 The City Centre Local Plan (1985) contained a traffic management policy for the City Centre based upon a ring and loop principle. This is designed to discourage or eliminate through traffic from the City Centre whilst at the same time allowing access by essential traffic within certain clearly defined loops. Unfortunately the topography and heritage of Newcastle do not lend themselves to completing the ring on the south side of the City. Also the ring route concept is difficult to achieve practically at its northern end, where various proposals to join the West Central Route to the Central Motorway East have not produced a satisfactory solution. As a ring and loop arrangement contains considerable practical problems that cannot be solved in a satisfactory manner, an alternative strategy is proposed within this Plan.

The Inner Distributor Road and control road concept

5.78 The proposed arrangements to replace the former ring route concept in the City Centre takes its name from the most significant element, the Inner Distributor Road (IDR). The other elements of this arrangement are:

- major distributor roads;
- control roads;
- control zones;
- access roads; and
- sensitive streets

CITY CENTRE ROAD HIERARCHY

Major distributor roads

T3.1 THE FOLLOWING ROUTES ARE DESIGNATED TO SERVE THE CITY CENTRE AS MAJOR DISTRIBUTOR ROADS. MEASURES WILL BE INTRODUCED TO PROMOTE THE EFFICIENT MOVEMENT OF VEHICLES.

1. Central Motorway East (CME) Route
(North West Radial or Great North Road or Jesmond Road; CME; Tyne Bridge);
2. West Central Route
(Grandstand Road; Ponteland Road; Barrack Road; Corporation Street; Bath Lane; Rutherford Street; Thornton Street; Waterloo Street; Westmorland Road; Blenheim Street; Redheugh Bridge);
3. Cathedral Route
(Westgate Road or Westmorland Road or Scotswood Road; Neville Street/Westgate Road; Mosley Street/St. Nicholas Street/Westgate Road; Collingwood Street; CME/ New Bridge Street or City Road); and
4. Quayside Route
(Scotswood Road; Plummer Street; Railway Street; Forth Street; Forth Banks; Close; Sandhill; Quayside; Milk Market; City Road).

5.79 The major distributor roads serving the City Centre, shown on Map 3, must provide attractive and clearly identified routes to encourage traffic away from the central area, whilst providing efficient access to control roads.

5.80 A significant corridor improvement is described under policy T6 for the West Central Route. Traffic management measures along this corridor and the other major routes will aim to enhance their capacity for distributing traffic and reducing accidents, congestion and delay. Measures could include traffic signal control, road signing and junction improvements.

Control roads

T3.2 THE FOLLOWING ROUTES ARE DESIGNATED TO SERVE THE CITY CENTRE AS CONTROL ROADS. MEASURES WILL BE INTRODUCED TO DISCOURAGE NON-ESSENTIAL TRAFFIC. PRIORITY WILL BE GIVEN TO SERVICE VEHICLES, PUBLIC TRANSPORT, PEDESTRIANS AND CYCLISTS.

1. Claremont Road (from car park access to Barras Bridge);
2. Great North Road (from Clayton Road to Barras Bridge);
3. Sandyford Road/St. Mary's Place (from CME to John Dobson Street);
4. Durant Road (from CME to John Dobson Street);
5. Market Street (from CME to John Dobson Street);
6. Pilgrim Street (from CME to Market Street);
7. Grainger Street (from Westgate Road to Newgate Street);
8. Clayton Street (from Westgate Road to Newgate Street);
9. Gallowgate (from Corporation Street to Percy Street); and
10. St. Thomas' Street (from Queen Victoria Road to Percy Street).

5.81 Although St. Thomas Street is designated as a control road which would, for example, enable its use as a through route for buses and service vehicles, the City Council will investigate ways in which its use could be further restricted. Investigations will be linked to development in the Haymarket area and proposals in the Leazes area.

5.82 Control roads link major distributors and the City Centre, as shown on Map 3. Their primary function is to exert measures of control on the type of traffic permitted to reach the IDR. In the short term, conventional traffic management measures (e.g. traffic signal control and signs) will be used to dissuade traffic from taking routes through the central area by making such movement relatively unattractive. Gradually priority for buses and service vehicles and cyclists will be introduced onto these roads and the preferential allocation of road space will be one of the measures introduced, where feasible. Pedestrian priority will be secured through appropriate traffic control measures which afford safe and convenient crossing facilities.

5.83 At Barras Bridge, the City Council has already established an inbound traffic lane dedicated to the use of service vehicles, buses and cyclists. The lane bypasses the signal controlled junction whilst private cars are confined to the other controlled traffic lanes.

5.84 This and other control roads are important public transport corridors and in securing preferential access it may be necessary to widen control roads where existing roadspace would prevent the provision of an appropriate dedicated traffic lane.

5.85 Ultimately, control roads will preclude all traffic whose presence is not essential to the operation of the City Centre and the City Council will explore the mechanisms available to it (for example electronic tagging, area licensing/permit access) for future control scenarios, throughout the life of the Plan.

Inner Distributor Road

T3.3 THE FOLLOWING ROUTES ARE DESIGNATED TO SERVE THE CITY CENTRE AS AN INNER DISTRIBUTOR ROAD. MEASURES WILL BE INTRODUCED TO GIVE PRIORITY TO SERVICE VEHICLES, PUBLIC TRANSPORT, PEDESTRIANS AND CYCLISTS:

1. St. Mary's Place
2. John Dobson Street
3. Market Street
4. Grainger Street (part)
5. Newgate Street
6. Percy Street

5.86 The method of introducing priority measures onto the IDR will in some instances be similar to that described for control roads. Two way movement will be permitted for all vehicles on the IDR and in some locations measures will be required in order that sufficient roadspace for the efficient movement of essential traffic can be provided. For example, a proposal under Policy T6.2 is included for the widening of St. Mary's Place to allow measures to support service vehicles and bus movement.

5.87 As the IDR will be crossed frequently by large numbers of pedestrians, appropriate crossing facilities will be provided to ensure a safe and convenient environment.

Control zones

T3.4 CONTROL ZONES ARE IDENTIFIED TO PROTECT THE CITY CENTRE FROM EXTRANEIOUS TRAFFIC. MOVEMENT WILL BE REGULATED THROUGH ACCESS ROADS AND ENVIRONMENTALLY SENSITIVE STREETS.

5.88 The roads described in Policies T3.2 and T3.3 above will combine to protect a number of control zones from non-essential traffic. Further restraint measures within these zones to limit vehicle movement will be introduced through management of the access roads and sensitive streets.

5.89 Four control zones have been identified, as shown on Map 3:

Zone 1 Central

This zone contains the retail and business core of the City Centre and is bounded by the IDR.

Zone 2 Northern

This zone contains Newcastle University and the Royal Victoria Infirmary and is bounded by Leazes Park, North West Radial, Great North Road, Percy Street, Gallowgate and Barrack Road.

Zone 3 Eastern

This zone contains the Civic Centre and Northumbria University and is bounded by Great North Road, CME, Pilgrim Street, Market Street, John Dobson Street and St. Mary's Place.

Zone 4 Southern

This zone contains the greater part of the central area's historic environment and is bounded by Pilgrim Street, Mosley Street, Collingwood Street, Westgate Road, Rutherford Street, Bath Lane, Corporation Street and Gallowgate.

5.90 Within each of these zones movement will be constrained through access roads and sensitive streets, which comprise all of the remaining central area streets and complete the City Centre road hierarchy.

5.91 The following proposals will enable the City Council to develop its policy for City Centre traffic restraint.

Access roads

T3.5 MEASURES WILL BE INTRODUCED ON ACCESS ROADS TO LIMIT VEHICLE MOVEMENT IN CONTROL ZONES.

5.92 The purpose of these roads is to support convenient access to individual buildings and facilities but not to provide undesirable through routes. Further restraint measures within control zones will be introduced to provide improved conditions for pedestrians.

5.93 In certain environmentally sensitive streets and areas of the City Centre further special treatment will also be desirable. The emphasis will be markedly in favour of the pedestrian and the environment, and motor vehicles will be severely restricted or excluded. This treatment is called for in areas with high pedestrian activity and of architectural and historic interest.

Sensitive streets

T3.6 THE FOLLOWING ENVIRONMENTALLY SENSITIVE CITY CENTRE STREETS AND AREAS ARE IDENTIFIED FOR IMPROVEMENT:

1. Northumberland Street
2. Bigg Market
3. Leazes Village area
4. Grey Street
5. Bath Lane
6. Thornton Street

Northumberland Street - (Blackett Street to Northumberland Road)

5.94 This street has been improved and non-essential traffic removed in recognition of its role as Newcastle's main shopping street.

Northumberland Street - (Northumberland Road to Haymarket Metro Station)

5.95 In order to improve conditions for pedestrians, this area will be paved, and vehicle movement restricted.

5.96 The northern part of Northumberland Street between St. Mary's Place and Vine Lane is a busy pedestrian area and would benefit from the removal of traffic. To accommodate service traffic it will be necessary to consider some changes to the access roads in the area which are likely to involve the removal of some property.

Bigg Market - (Grainger Street to High Bridge)

5.97 The Bigg Market will be paved and vehicle movement restricted in order to improve conditions for pedestrians. The Bigg Market currently provides a direct link to the High Level Bridge introducing significant levels of traffic into this attractive street which also supports the only open market in the central area. It is proposed to restrict access to the Bigg Market from Grainger Street and provide a part pedestrianised area paved with traditional materials.

Leazes Village area

5.98 Non-essential traffic will be removed from Leazes Village by the introduction of traffic management measures.

5.99 The environment in the Leazes area suffers from a high level of through traffic which could be diverted onto other more suitable routes. By introducing selective restrictions to movement, vehicle intrusion into the area could be significantly reduced offering scope for general environmental improvements and enhancing residential amenity.

Grey Street - (Market Street to Shakespeare Street)

5.100 Grey Street in front of the Theatre Royal will be paved and vehicular traffic restricted in order to remove the non-essential traffic and improve conditions for pedestrians.

5.101 Traffic management has already succeeded in removing non-essential traffic from this attractive street. The Theatre Royal is a prominent and most public feature within a street that contains some of the finest buildings in Newcastle. In order to enhance the Theatre Royal's setting and provide an attractive focus of pedestrian activity it is proposed to restrict traffic movement between Shakespeare Street and Market Street and extend the traditional footway treatment across the full width of the road.

Bath Lane - (Stowell Street to Westgate Road)

5.102 Bath Lane will be closed to through traffic at its junction with Westgate Road. The area will be paved and landscaped in sympathy with the historic nature of its setting adjacent to the Town Wall. This proposal will have a dramatic impact on the local environment maximising pedestrian accessibility and removing conflict with vehicular traffic.

Thornton Street - (at Westgate Road)

5.103 Thornton Street from its junction with Westgate Road will be paved in order to improve pedestrian conditions and the local environment.

5.104 It is anticipated that the proposals at Bath Lane and Thornton Street will be implemented after the construction of the proposed West Central Route.

Impact on areas peripheral to the City Centre

5.105 It is anticipated that there will be an impact on traffic and parking in the areas peripheral to the City Centre as a result of the implementation of the IDR, control road and related proposals. The City Council is concerned at the prospect of unwarranted vehicle intrusion into residential areas and will monitor such developments and devise a comprehensive strategy to ameliorate any conflicts which arise.

PARKING

PARKING MANAGEMENT

T4 *PARKING PROVISION WILL BE MANAGED TO PROTECT ENVIRONMENTAL QUALITY AND THE VIABILITY OF COMMERCIAL AREAS, ESPECIALLY THE CITY CENTRE.*

T4.1 PUBLIC CAR PARKING WILL BE MANAGED TO:

- A.** SUPPORT THE COMMERCIAL VIABILITY OF THE CITY CENTRE;
- B.** MAXIMISE VEHICLE TURNOVER; AND
- C.** FACILITATE REPLACEMENT OF PARKING SPACE LOST AS A RESULT OF REDEVELOPMENT.

5.106 Public car parking in Newcastle is provided for through:

- multi-storey parking
 - surface parking
 - on-street parking
- } owned by both the City Council & the private sector

5.107 Parking demand has outstripped supply in recent years and this imbalance will tend to increase as car ownership and use continue to rise while the supply of parking, particularly in the City Centre, is likely to be severely constrained. In the past the City Council has cleared derelict buildings to help meet the rising demand for parking. This has merely provided a breathing space since many of these car parks are now being lost to redevelopment.

5.108 The car borne shopper is vital to the City Centre. Two thirds of such shoppers live outside the City boundary and half of these outside Tyne and Wear. The provision of public car parks (rather than private car parks limited to a specific user) has operational, financial and environmental benefits to the community.

5.109 Charging is the most effective method available for regulating the use of car parking space. In fixing charges, however, it is possible to find that maximum income can be produced without necessarily using all the parking space available. Whilst this may be sound business practice for a private operator it is unlikely to result in the best use of the limited space. Maximising vehicle turnover allows more people to use the space, reducing queuing and therefore congestion on the highway, to the benefit of commercial and retail interests in the City, as well as the environment.

5.110 The City Council's aim is, therefore, to achieve maximum vehicle turnover through a pricing policy, linked to traffic management objectives, and it will monitor the use of its car parks and parking charges.

5.111 The City will lose a significant proportion of its public parking as a result of redevelopment of surface car parks. It is essential to the future viability of the City that some investment in the parking stock is achieved. This will be addressed, in part, by including within development briefs that relate to areas containing public car parking, requirements to replace some of the lost spaces within the proposed development. Participation by the private sector in the development of replacement car parks will be sought. It is important that any investment in parking provision takes due account of policies that aim to reduce the impact of transport on safety and the environment. This will be achieved by choosing sites which are outside the central shopping core, or sites linked to better park and ride facilities.

5.112 Whilst the East Quayside development includes more than 2000 car parking spaces, these will all be needed just to cater for the demand resulting from that development. The Crown Courts complex at Broad Chare and other major refurbishments in Central Quayside will generate considerable additional parking demand.

T4.2 *THE CITY CENTRE PUBLIC PARKING STOCK WILL BE MAINTAINED AT 10,000 SPACES, INCLUDING THOSE PROVIDED BY PRIVATE OPERATORS.*

5.113 This policy will constrain public parking provision in the City Centre to the prevailing level. The exact number of spaces will vary from time to time as, for example, spaces may be lost to redevelopment incrementally over time at a number of locations, eventually to be replaced by aggregation into one new facility.

5.114 Traffic growth and therefore demand for parking has increased at approximately 2% per annum in the Region for some years. At the same time, parking provision in the City Centre has remained relatively stable with no significant growth in the number of spaces since 1989.

5.115 It is estimated that demand for parking within the life of the Plan will increase by 41% from the 1989 base. Therefore, maintaining current car parking levels, in effect, means a significant, real term reduction in the City's capacity to meet forecasted demand.

5.116 Although the Plan provides for improved public transport and park and ride measures to meet rising demand, it is recognised that to constrain the motorist too greatly could lead to a decline in City Centre commerce. This proposal, therefore, represents an important part of the balance which has to be achieved between accessibility, economic viability and the environment.

T4.3 INCENTIVES FOR CAR SHARING WILL BE INTRODUCED INTO THE CITY'S PUBLIC PARKING STOCK.

5.117 The City Council encourages reduced use of private cars whilst aiming to meet the transport needs of the community. Encouragement will be given to users of the City's parking stock to increase vehicle occupancy. The principal incentive will be through introducing discounted parking charges. Ways in which suitable schemes can be developed and implemented will be examined.

PARKING DEVELOPMENT

T4.4 LAND FOR MULTI-STOREY CAR PARKING TO REPLACE SURFACE CAR PARKING SPACE LOST AS A RESULT OF CITY CENTRE REDEVELOPMENT IS ALLOCATED AT THE FOLLOWING LOCATIONS. PROPOSALS FOR OTHER LOCATIONS WILL BE CONSIDERED.

1. Sandyford Road
2. Stockbridge/Pandon
3. Pilgrim Street/Bells Court
4. Bath Lane/Corporation Street
5. Gallowgate

5.118 Many of the City's public car parks have been temporary, laid out on land which will eventually be redeveloped. A significant proportion are in the southern part of the City, on land held by the City Council. It is highly likely that many, if not all, of these sites will be lost in the short to medium term. It is estimated that as much as 23% will be lost within the Plan period.

5.119 This proposal will enable the City Council to implement policy T4.2 and continue to meet some of the demand for City Centre parking.

5.120 The specific sites listed above are not exclusive and new proposals from developers for other sites will be considered provided that they are consistent with the Plan's overall parking policy.

Control over development

T4.5 DEVELOPMENT SHALL PROVIDE PARKING WHICH SATISFIES OPERATIONAL REQUIREMENTS. PROVISION IN EXCESS OF THIS REQUIREMENT WILL BE DETERMINED IN RELATION TO THE IMPACT OF DEVELOPMENT ON THE ENVIRONMENT. PARKING PROVISION WILL BE MET BY:

- A. THE IMPLEMENTATION OF PARKING STANDARDS ON SITE; OR
- B. THE PAYMENT, BY DEVELOPERS TO THE CITY COUNCIL, OF A COMMUTED SUM SO THAT ALTERNATIVE PROVISION CAN BE MADE ELSEWHERE; OR
- C. THE PROVISION OF CAR PARKING SPACES BY THE DEVELOPER ON AN ACCEPTABLE SITE ELSEWHERE IN THE LOCALITY.

5.121 Parking provision within the City Centre poses a distinct problem. A single public parking space is often used on 3 occasions during the day, and again during the evening for entertainment, social and cultural activity. This compares to a private parking space which is often only used once per day, an inefficient use of valuable land. Public car parks, therefore, provide an efficient and cost effective service.

5.122 The City Centre contains many buildings of architectural merit which do not lend themselves to the provision of adequate parking facilities. In the interest of revitalising some of the City's fine buildings it may be necessary to depart from parking standards whilst recognising that the resulting shortfall needs to be addressed.

5.123 Where there is a shortfall in the provision of in curtilage operational parking within a development, the developer will be expected to meet the shortfall by the payment of a commuted sum. The commuted sum will either be used for identifying existing parking space controlled by the City Council which will be linked to the development or for contributing to a fund for the provision of park and ride facilities available to the general public.

5.124 The size of the commuted sum will vary by car park location, and the City Council will devise and regularly monitor the formula for calculating the appropriate sum.

5.125 Parking provision within a development may create demands on the highway which conflict with general traffic and environmental management policies. Car parking is also essential to many business activities. Inadequate parking linked to businesses which are close to residential areas can cause problems, and in these situations provision must reflect the importance of containing all potential parking within the development boundaries.

5.126 Applications for development which requires parking will be determined having regard to development Control Policy Statement 23 - Parking Standards for Cars and Cycles.

5.127 In contrast, provision in the City Centre must meet essential needs only and deter unnecessary traffic from entering the central area.

T4.6 THE USE OF ALL PARKING FACILITIES WILL BE OPTIMISED BY:

A. PROMOTING FULL USE OF THE PUBLIC PARKING STOCK; AND

B. ENCOURAGING DUAL USE OF PRIVATE PARKING SPACES.

5.128 The demand for car parking in the City Centre can be divided into four main groups:

- shoppers;
- business users;
- leisure activity users; and
- residents.

5.129 The four groups exhibit different characteristics in terms of duration of stay, time of use and so on. Public car parks can permit several users of a single parking bay in a day and can effectively replace considerably larger private facilities.

5.130 A particular example of this policy in action is Dean Street multi-storey car park which is managed to maximise its value to the City's activities by:

- day time, mid week use by business and commercial interests;
- evening use to cater for restaurant and theatre clientele;
- overnight use for hotels without private parking facilities; and
- Sunday use for visitors to the Quayside Market.

5.131 At certain times, usually weekends, there is an increased demand for conveniently located central area parking space when business operational space is unused. Where possible, this policy seeks to make use of this space to accommodate demand at weekends and evenings.

5.132 The interest of some larger facility owners could be raised if financial inducements for say, Saturday opening (managed by the City Council) were available.

5.133 The use of all parking will be monitored on a regular basis and the potential for agreements to allow the use of private parking spaces will be investigated.

Parking for people with disabilities

5.134 The City Council will permit those with impaired mobility to park without charge at Council owned facilities. This will apply to those vehicles which legitimately participate in the Government's Orange Badge scheme.

T4.7 ON AND OFF STREET PARKING SPACES WILL BE PROVIDED SPECIFICALLY FOR PEOPLE WITH DISABILITIES.

5.135 There are a number of Orange Badge holders who suffer particularly severe mobility problems and for whom a standard parking space is not sufficient for door opening and wheelchair use. The City Council will identify locations where specific parking bays will be provided to cater for this group, located at a convenient position in the car park for access to destinations such as shops and offices.

PEDESTRIANS AND CYCLISTS

PROVIDING FOR NEEDS

T5 THE NEEDS OF PEDESTRIANS, CYCLISTS AND HORSERIDERS WILL BE ACKNOWLEDGED CITY-WIDE AS WELL AS IN NEW DEVELOPMENTS AND TRAFFIC MANAGEMENT SCHEMES; NETWORKS OF CYCLE ROUTES AND PUBLIC RIGHTS OF WAY WILL BE DEFINED.

Pedestrians

T5.1 THE SAFETY AND CONVENIENCE OF PEDESTRIANS, PARTICULARLY THOSE PEOPLE WITH DISABILITIES AND THE LESS MOBILE, WILL BE FULLY TAKEN INTO ACCOUNT AND GIVEN PRIORITY WHERE APPROPRIATE IN:

A. TRAFFIC MANAGEMENT MEASURES;

B. ALL CENTRAL AREA INITIATIVES; AND

C. THE DESIGN OF ALL DEVELOPMENT AND HIGHWAY IMPROVEMENT SCHEMES.

5.136 All roads introduce severance problems for pedestrians and traffic management measures are often employed to secure the optimum arrangements for personal safety and mobility.

5.137 The careful management of the pedestrian environment is of particular importance to people with disabilities and mobility problems. The Institution of Highways and Transportation has produced guidance on roads and footways in this regard, particularly in the provision of dropped kerbs, tactile surfacing, desirable gradients and the quantity and quality of parking spaces, which the City Council will draw upon in the context of this policy.

5.138 In the City Centre the proposed traffic management arrangements must not create difficulties for pedestrian movement. Pedestrian facilities will be conveniently located and offer appropriate road crossing times, particularly for people with impaired mobility.

5.139 Total segregation of pedestrians and vehicles is desirable wherever feasible. In this respect, Eldon Square is still considered by many to offer the ideal safe and comfortable environment for pedestrians. Elsewhere a wide range of measures are available to improve the safety and convenience of pedestrians. These will continue to be a priority in the design of highway and related schemes. Particular attention will be paid to the needs of people with impaired mobility. Adoption standards and development control procedures will be reviewed on a regular basis in this regard.

T5.2 A NETWORK OF PUBLIC RIGHTS OF WAY WILL BE MAINTAINED, PROTECTED AND, WHERE APPROPRIATE, EXTENDED.

5.140 The national network of public rights of way in England and Wales comprises approximately 140,000 miles. In Newcastle the City Council as Highway Authority has the responsibility for a network of footpaths, bridleways and byways totalling approximately 50 miles. The growth in personal leisure time should allow greater use of the rights of way network which represent an important part of our heritage. It is necessary to ensure that the public rights of way in Newcastle are protected, extended and maintained to a suitable standard and co-ordinated with the Recreational Route Network in order to secure full use and enjoyment of walkers, cyclists, horseriders and people with disabilities.

5.141 The definitive map of public rights of way is subject to continuous review and amendment to incorporate the many modifications e.g. upgrading, closure and diversion of rights of way, arising from negotiations with developers, landowners and user groups. The Countryside Commission provides the City Council with grant aid towards the costs of staffing and implementing the definitive map network.

5.142 The City Council intends to prepare a public rights of way and access strategy in consultation with landowners and user groups. This will provide the context for the preparation of an annual programme of works on the network that will seek to:

- give safe, easy access for walkers, cyclists and horse riders to recreational sites, leisure pursuits and the wider countryside across the City;

- reduce misuse and conflict between different user groups, wildlife and land owners;
- improve their safety and convenience by means of appropriate segregation, design and management; and
- protect the network against inappropriate development.

Cycling

T5.3 CYCLING IN NEWCASTLE WILL BE ENCOURAGED BY:

- PROVIDING A SIGNED CITYWIDE NETWORK OF CYCLE ROUTES SEPARATE, WHERE POSSIBLE, FROM MAJOR TRAFFIC FLOWS;
- ENSURING THAT CYCLISTS' NEEDS ARE TAKEN INTO ACCOUNT IN THE DESIGN OF HIGHWAY AND TRAFFIC MANAGEMENT SCHEMES;
- ENSURING CYCLISTS' NEEDS ARE CONSIDERED AS PART OF NEW DEVELOPMENT AND WHERE APPROPRIATE, REQUIRING THAT FACILITIES, INCLUDING PARKING, ARE PROVIDED, TO SATISFY OPERATIONAL REQUIREMENTS AND STANDARDS;
- PROVIDING CYCLE PARKING FACILITIES AT APPROPRIATE LOCATIONS IN THE CITY CENTRE, LOCAL SHOPPING CENTRES AND ELSEWHERE;
- PROVIDING ACCESS TO ROAD SPACE OTHERWISE SHARED BY BUSES AND SERVICE VEHICLES WHERE APPROPRIATE; AND
- PROVIDING EDUCATION, TRAINING AND PUBLICITY WHICH ENCOURAGE SAFE AND GOOD CYCLING PRACTICE.

5.143 Cycling is a significant means of transport and an important leisure activity. However, cyclists are vulnerable and like pedestrians, benefit from the protection afforded by segregation from motorised traffic. Cycle facilities already exist in the City, but there is undoubtedly scope for additional routes and the incorporation of cyclists' needs in new road proposals.

5.144 In 1991, the City Council approved its Cycling Policy and Plan which aims to:

- improve the safety of cyclists within the City; and
- improve facilities for cyclists and thereby increase mobility for people without access to a car.

5.145 The Cycling Policy and Plan identifies an innercity network of priority routes radiating from the City Centre. A network of routes covering the whole City has now been identified and is shown on map 4 opposite page 124. The map indicates routes on which measures will be taken to make cycling safer and more attractive. Such measures may include separation of cyclists from other road traffic, shared pedestrian/cycle routes, facilities to cross roads carrying a heavy traffic flow, and speed control facilities to slow motorists where separation is impossible.

5.146 The 1991 Cycling Policy and Plan will be reviewed on a regular basis. The next review will take account of the citywide network of cycle routes identified here and any other changes in circumstance. The Cycling Policy and Plan is the appropriate means of assessing priorities for the implementation of cycle routes, especially in relation to City Council expenditure. By necessity the network will be improved and extended as opportunities arise and resources permit.

T5.4 THE CITYWIDE NETWORK OF CYCLE ROUTES WILL BE EXTENDED BY DEVELOPMENT OF THE FOLLOWING ROUTES SHOWN ON THE PROPOSALS MAP WHICH ARE DESIGNATED CYCLE ROUTES.

1. Paradise - Scotswood Road - William Armstrong Drive
2. Hadrian's Way - Whitehouse Road - Hodgkin Park - Benwell Dene - Benwell Lane
3. Benwell Lane - Fox and Hounds Lane
4. Newbiggin Dene (FP1) - Woolsington Bypass (South side) FP2
5. Newbiggin Dene (FP1) - FP2 - Woolsington Bypass - Ponteland Road
6. Mallowburn Crescent - Hartburn Walk - Kenton Playing Fields - Kenton Lane
7. Wellfield Lane - Etal Lane (FP3)
8. Airport Industrial Estate - Brunton Lane (Bell's Crossing)
9. St. Peters - St. Lawrence Road - Byker Railway - Conyers Road
10. Merchants Wharf, St. Peters - Glasshouse Street - St. Lawrence Road
11. Brenkley Colliery - Gardener's Houses - BR10
12. Brunton Lane - Havannah - Three Hills - Strawberry Terrace
13. Sandy Lane - FP5 - Coach Lane
14. Strawberry Terrace - Dark Plantation - North Brunton Interchange (A1)
15. Strawberry Terrace - Letch Plantation - Brunton Lane
16. Great North Road Lodge (B1318) - Brandling House - Great Lime Road
17. North Brunton Interchange (A1) - Brunton Lane
18. FP3 - dismantled Wagonway - FP2 - Ouseburn Culvert
19. Kingston Park Road - Ouseburn Bridge (FP3) - Brunton Lane
20. Ouseburn Culvert (FP2) - Western Bypass (East Side) - East Brunton - Brunton Lane
21. Kingston Park Road - Ouseburn Culvert (FP2)
22. Kingston Park Road - Fawdon Lane - Windsor Walk - Tudor Walk
23. Warwick Court Footbridge - Fawdon Lane
24. Meridian Way (Br36) - Victoria Glade - Railway subway (Br37)
25. Haddricks Mill Bridge (A191) - Gallalaw Terrace - Killingworth Road (Salters' Lane) - Salters' Bridge (RUPP6).
26. Jesmond Dene Road - Jesmond Dene - Castles Farm Road
27. Castles Farm Road - Castle Dene - Freeman Road
28. Fawdon Close - A1 Western Bypass (E. side) - Ouseburn Culvert (FP2)
29. Acomb Crescent - Ouseburn Culvert (FP2)
30. Burdale Avenue - Bowness Road
31. Kenton Road - Nuns Moor - Kenton Moor - Moor Lane (FP15) - Kenton Lane
32. Montagu Primary School - Nuns Moor- Ponteland Road
33. A1 Western Bypass Bridge - Scotswood Road riverside - Lemington Gut - Neptune Road - Hadrian's Way.
34. Lemington Gut Bridge - Riversdale Way - Newburn Haugh - Stella North riverside
35. Lemington Point - Newburn Haugh riverside (FP68) - Stella wharves - Newburn Industrial Estate
36. Stella North riverside - Keats Road
37. Lemington Gut (FP66/68) - Lemington Glass Works - High Row - Union Hall Road
38. Keats Road - Dismantled mineral railway - Newburn Haugh riverside (FP68)
39. Cow Hill (C116) - Grandstand Road - Great North Road (Blue House roundabout)
40. Barrack Road - Leazes Park - Richardson Road
41. Newburn Bridge - Newburn Industrial Estate riverside Stella North (FP68)
42. Ouseburn (Low Level Bridge) - Quayside - Tyne Bridge
43. Jesmond Road - Portland Terrace
44. Hadrian's Way (Scotswood Junction) - Scotswood Bridge.
45. Fowberry Road - Scotswood Road - Scotswood Road riverside - A1 Western Bypass bridge
46. Scotswood Road - Scotswood Viaduct - Keelman's Way.
47. Kenton Road - Grandstand Road (Dukes Moor) - Jesmond Dene Road (Little Moor) - Ilford Road (FP24)
48. Blue House roundabout - Great North Road - Moor Crescent
49. Bath Street - Foster Street - Mary's Place - Staithes Street - Low Walker and Hebburn ferry landing
50. Malaya Drive - dismantled railway - Wincomblee Bridge - Welbeck Road bridge
51. Airey Terrace - Church Walk - Duncan Street
52. Welbeck Road Bridge - dismantled railway - Benton Way
53. Neptune Road bridge - Philiphaugh footpath

continued

54. Central Station - Forth Yard - Scotswood Road
55. Elswick East Terrace - Scotswood Road - Whitehouse Road
56. Sunderland Street - Rutherford Street - Town West Wall - St. Andrew's Street - Strawberry Lane - Strawberry Place
57. Railway Street - Redheugh Bridge Road - Shot Factory Lane - Hadrian's Way
58. A69 Underpass (RUPP9) - Ponteland Road - Drove Road (RUPP2)
59. Fenham Hall Drive - Brighton Grove
60. Low Luddick - A696 Woolsington Bypass - Black Lane - Station Road
61. Station Road - Peck's Houses Farm - Newbiggin Dene (FP1)
62. Station Road - Peck's Houses Farm
63. Woolsington Hall (FP10) - Sunnyside - Brunton Lane
64. Callerton Lane (Ponteland Road) - Middle Drive (FP10)
65. Darrell Street - Drysdale Court - A1 Subway (Br1).

5.147 Approximately two thirds of the routes shown on map 4 opposite are existing. They are on roads or other established routes where cycling is already permitted. They are not shown on the Proposals Map, although some works may be needed to improve conditions for cyclists or to overcome particular problems or short gaps in the route. The other third are proposed routes, in that redesignation, construction or other works are needed to permit cycling. These routes are shown on the Proposals Map and are listed above.

5.148 Creation of new routes will be pursued in a number of ways, including:

- surfacing and upgrading existing public rights of way;
- designation of cycle routes through public open space;
- creation of segregated cycle routes as part of highway schemes; and
- creation of new routes by acquisition, dedication or negotiation with developers and landowners.

HIGHWAY IMPROVEMENTS

IMPROVEMENTS TO THE HIGHWAY NETWORK

T6 THE HIGHWAY NETWORK WILL BE IMPROVED IN ACCORDANCE WITH THE COUNCIL'S GENERAL OBJECTIVE OF:

- A. IMPROVING CONDITIONS FOR PUBLIC TRANSPORT;*
- B. IMPROVING SAFETY AND CONVENIENCE ON THE PUBLIC HIGHWAY;*
- C. PROTECTING AND IMPROVING THE BUILT AND NATURAL ENVIRONMENT;*
- D. IMPROVING CONDITIONS FOR PEDESTRIANS, ESPECIALLY FOR THOSE PEOPLE WITH DISABILITIES, CYCLISTS AND HORSERIDERS; AND*
- E. IMPROVING ACCESSIBILITY TO MAIN EMPLOYMENT, RESIDENTIAL AND OTHER AREAS.*

IN THIS CONTEXT THE COUNCIL WILL CONSIDER THE NEED TO INCREASE THE EFFICIENCY OF A HIGHWAY IN ORDER TO MEET SOME OR ALL OF THESE GENERAL OBJECTIVES.

5.149 The majority of Newcastle's highway improvement proposals are contained in the City Council's Transport Policies and Programme (TPP) which is submitted annually to the Government.

5.150 In the recent past the purpose of TPP's has been to enable the Government to assess local highway authorities proposals for capital expenditure on roads and road related transport proposals.

5.151 New Government guidelines signal a change in approach and in future local highway authorities TPP's will be expected to recognise the need for a more comprehensive assessment of transport needs linking, where appropriate, with proposals such as highway improvements, traffic calming measures, bus priority measures, park and ride, rail improvements and parking measures, both within and across highway authority boundaries, to form a package of measures in line with a comprehensive transport strategy.

5.152 The opportunity will be taken to examine all of these improvement proposals and the related policies included in the Plan, in the context of this new approach. Where necessary the following proposals will be the subject of full planning applications including environmental assessments and publicity.

Improvements to the Strategic Highway Network

T6.1 THE FOLLOWING PROGRAMME OF IMPROVEMENTS TO THE STRATEGIC HIGHWAY NETWORK WILL BE IMPLEMENTED. LAND WILL BE RESERVED AS NECESSARY AND DEVELOPMENT WHICH WOULD PREJUDICE IMPLEMENTATION WILL NOT BE ALLOWED.

- 1. Gosforth High Street/Church Road/Salters Road Junction*
- 2. Great North Road/Grandstand Road Junction*
- 3. Haddricks Mill Junction*
- 4. Heaton Road/Stephenson Road Junction*
- 5. Lemington Road*
- 6. New Bridge Street*
- 7. Jesmond Road including Osborne Road/Central Motorway East Junction*
- 8. Ponteland Road/Stamfordham Road/North West Radial Junction*
- 9. Redheugh Bridgehead*
- 10. Scotswood Road and Redheugh Bridge to Whitehouse Road and Denton Road to Neptune Road*

5.153 The City Council, along with other local highway authorities and the Department of the Environment Transport and the Regions has developed a strategic highway network (SHN) for Tyne and Wear. The Network is subject to periodic review and since the opening of the Newcastle Western Bypass a revised network for Newcastle, as identified on the Proposals Map has been prepared for agreement.

5.154 This Network identifies the major traffic routes, which are of more than local significance and in Newcastle are concentrated mainly, on the trunk road network, the principal river crossings and the radial routes which link the centre of Newcastle to the regional road network.

5.155 The proposals described below, reinforce the City's role as the regional capital as they provide some of the transport infrastructure necessary to cope with the high level of vehicular activity associated with this role. In carrying out a detailed assessment of each of these schemes the Council will consider any changes in traffic conditions resulting from the opening of the Western Bypass (A1) and the West Central Route.

5.156 Although not listed below, improvements to the West Central Route will be made which comprise;

- 1) the construction of a four lane dual carriageway between Redheugh Bridge and Barrack Road; and
- 2) an upgrading, including junction improvements, of Barrack Road, Ponteland Road and Grandstand Road between Gallowgate and Cow Hill Roundabout on the North West Radial route.

Great North Road/Grandstand Road Improvement

5.157 The scheme could involve some degree of grade separation at an important junction known as Blue House where the North Road (B1318) intersects with the A189 (Grandstand Road).

Haddricks Mill Junction Improvement

5.158 This scheme could involve some degree of grade separation at what is an important junction of the A189 and the A191 Benton Park Road.

Heaton Road/Stephenson Road Improvement

5.159 This junction lies on the primary route A1058 at the end of the Coast Road dual carriageway and immediately to the east of the Cradlewell Bypass. It is anticipated that improvements to the junction will be required in conjunction with or following completion of the Bypass. Options for the improvement range from minor works which would marginally increase the traffic capacity at the junction through to major works including grade separation.

High Street/Church Road/Salters Road Improvement

5.160 This scheme could involve the realignment of the existing junction configuration and improvement of the signal equipment. It will be the subject of a further study as the proposals for the Northern Development Area become apparent.

Lemington Road Improvement

5.161 This scheme involves the improvement of a 0.3 km length of Lemington Road where it passes under the former riverside railway line on what is an alignment well below current design standards. It may be associated with reclamation works to the former railway line including the removal of the now redundant railway bridge. This may necessitate the provision of a new cycle/footbridge to carry Hadrian's Way over the road at this location.

New Bridge Street Improvement

5.162 This scheme involves the widening and improvement of New Bridge Street from the Central Motorway junction to Byker Bridge. The junction with Falconar Street has been improved in association with the adjacent Warners Cinema development and with Argyle Street as part of the Newcastle Science Park development. The main length of the street is being examined in the context of the New Bridge Street area for Industrial Improvement and the possibility of improvements involving the junction with the ring road at Clarence Street/Stoddard Street will be the subject of further detailed studies of the effects of the Shields Road Bypass and the Cradlewell Bypass.

Jesmond Road/Osborne Road/C.M.E. Improvement

5.163 Jesmond Road forms part of the primary route A1058 into the City from the east. Following completion of the Cradlewell Bypass it is anticipated that it will be necessary to consider improvements to this remaining section of the route including increasing carriageway lane widths in Jesmond Road and modification of the junction with the Central Motorway East.

Ponteland Road/Stamfordham Road Improvement

5.164 This junction known as Cowgate is on the Strategic Highway Network, the three major legs being Stamfordham Road (B6324), Ponteland Road and the North West Radial Route (both A167). The proposal could involve the reforming of the current double at grade roundabouts into a single grade separated junction thereby realigning the approaches. The junction suffers from congestion during peak times and occasionally during off peak times. By providing increased capacity at the junction, it is anticipated that the accident record will improve and congestion and environmental problems associated with the stopping and starting of vehicles will be reduced. The Council do not consider that the widening of Stamfordham Road would resolve the problems which occur at this junction, and it is therefore unlikely that any scheme would include such a measure.

Redheugh Bridgehead

5.165 The current traffic arrangement at the northern bridgehead of the Redheugh Bridge (A189) allows the free flow of traffic between Blenheim Street and the bridge by utilising the existing grade separation (where Railway Street passed under the bridge) to create a gyratory system which accommodates east/west traffic. However, development of the International Centre for Life, and other proposals, on land West of Central Station may have intensive highway and transportation infrastructure requirements. To provide for this, a traditional grade separated junction may be needed at the bridgehead and land has been protected from development in anticipation of this. The scheme will be the subject of a detailed study when the implications of development become apparent.

Scotswood Road Improvement (2 Schemes)

5.166 This is a principal road (A695) linking the Redheugh Bridge at its junction with the proposed West Central Route with Scotswood Bridge and Denton Road. It continues as the A6085 to Lemington. The route serves industrial areas which will benefit from the provision of a high standard road. It will also create sufficient capacity to enable through traffic to be diverted from the sensitive West Road thereby performing a bypass function to relieve residential communities and three major shopping centres of unnecessary traffic. The proposed improvements would be carried out as 2 schemes.

(i) Redheugh Bridge to Whitehouse Road

5.167 This scheme covers the construction of a 7.3 metre wide dual carriageway along this 2.6 km length of Scotswood Road. The three existing roundabouts at the junctions with Park Road, Whitehouse Road and the Business Park will be modified where necessary and a new roundabout will be constructed at the junction with Dunn Street.

(ii) Denton Road to Neptune Road Extension

5.168 This scheme consists of the realignment and widening of a 700 metre length of Scotswood Road. A single carriageway 7.3 metres wide will be provided from the junction with Denton Road to Bell's Close where it will connect to the southern end of the Neptune Road Extension. As the A6085 the road has to carry significant volumes of heavy good vehicles especially between Newburn and Scotswood Bridge because of the concentration of industry in this area.

5.169 Policy T7.1 1 describes further improvements to this section of Scotswood Road which are required as part of development at Newburn Haugh.

Improvements to the local highway network

T6.2 THE FOLLOWING PROGRAMME OF LOCAL HIGHWAY IMPROVEMENTS WILL BE IMPLEMENTED; LAND WILL BE RESERVED AS NECESSARY AND DEVELOPMENT WHICH WOULD PREJUDICE IMPLEMENTATION WILL NOT BE ALLOWED:

- 1 North Walbottle Road
- 2 Hospital Lane
- 3 Shields Road
- 4 Clifford Street (Stage 2)
- 5 St. Mary's Place
- 6 Sandy Lane
- 7 Skinnerburn Road

5.170 These improvement proposals will be carried out in accordance with the City Council's priorities as identified through the TPP process, and in accordance with the criteria included within policy T6.

North Walbottle Road Improvement

5.171 This scheme involves the improvement of the remaining substandard section of North Walbottle Road between Marquis Avenue and Claverdon Street.

Hospital Lane Improvement

5.172 This scheme involves the realignment and reconstruction of a 0.25 km stretch of the western end of Hospital Lane from its junction with Walbottle Road and its connection into the western end of Burnham Avenue. It would provide the opportunity for a more efficient public transport service to link Newburn with West Denton Park and associated with the Neptune Road Extension will enhance public transport generally between South West Denton and Newburn.

Shields Road Environmental Improvement

5.173 This scheme will greatly enhance the pedestrian environment of the Shields Road shopping area which is approximately 0.8 km in length. The improvement is made possible by the completion of the Shields Road Bypass. The extent to which various sections can be relieved of through traffic will be established through consultation and survey and a scheme for the wall to wall treatment of the whole length of Shields Road including traffic restrictions, parking and footway improvements will be considered.

Clifford Street (Stage 2)

5.174 This scheme involves the connection of the western end of the now improved Clifford Street to Shields Road. Its precise form and alignment will be examined as part of the Shields Road Environmental Improvement Scheme and be incorporated with that scheme as and when it has been determined through the consultation and survey process.

St. Mary's Place Improvement

5.175 In order to operate efficiently the Inner Distributor Road (IDR) link between Percy Street and John Dobson Street needs improvement.

5.176 The St. Mary's Place improvement provides for widening to allow a 4 lane carriageway. This would permit the provision of bus lanes in both directions combined with facilities for servicing the properties on St. Mary's Place. It may, however, have a significant impact on the green area between the existing road and St. Thomas' Church.

Sandy Lane Link Improvement

5.177 This scheme involves an improvement of Sandy Lane to dual carriageway standards between its junction with the A1 and its junction with the B1318 at Wideopen. Policy T7.3 also describes this scheme in the context of the Northern Development Area and therefore a contribution to the cost of this scheme will be expected from developers. This scheme complements a similar highway improvement east of Wideopen proposed by North Tyneside MBC. Together these schemes will provide a high quality link between the A1 and A189 strategic highways.

Skinnerburn Road Improvement

5.178 The Skinnerburn Road Improvement is the completion of a series of works to widen Skinnerburn Road together with the re- alignment of the Forth Banks/Skinnerburn Road junction. The scheme will also improve access to the Newcastle Business Park and the tourist areas of the Quayside.

Improvements in the former Tyne and Wear Development Corporation area

T6.3 THE QUAYSIDE ROUTE AS SHOWN ON THE PROPOSALS MAP, COMPRISING MILK MARKET PHASES 1 AND 2, BALLAST HILLS/HORATIO STREET IMPROVEMENT, QUAYSIDE IMPROVEMENT AND SWING BRIDGEHEAD WILL BE IMPROVED AS A MAJOR DISTRIBUTOR ROAD.

5.179 Former Tyne and Wear Development Corporation developments in Newcastle, particularly for the riverside area between the Newcastle Business Park and St. Peter's Basin, will have significant transport implications. The City Council as Highway Authority has supported the programme of highway improvements within the area formerly controlled by the Development Corporation.

5.180 At East Quayside, improvements are required to City Road and Milk Market to deal with both existing and generated traffic. The improvement will enhance the role of the Quayside Route as a major distributor road defined within policy T3.1.

5.181 The likely rise in demand for movement in the former UDC area will be significant and may not always be accommodated by infrastructure provision within the area. The City Council must make a case with the Government for the necessary funding to ensure that appropriate improvements are implemented.

Riverside distributor road study

5.182 The line of the former railway riverside loop line between Walker and Shields Road Bypass may offer an opportunity to reuse this route to assist accessibility in the area. It will therefore be studied as a potential riverside distributor road. There is currently no approved scheme along the former railway line and no corridor is presently being protected for development control purposes. However, the City Council is investigating the reservation of a corridor along the former riverside loop line as a possible future highway, known as the Riverside Route.

PROVISION OF TRANSPORT INFRASTRUCTURE

T7 APPROPRIATE TRANSPORT INFRASTRUCTURE WILL BE PROVIDED TO SERVE AREAS OF REGENERATION AND NEW DEVELOPMENT.

5.183 Transport has a key influence on the strategy for regeneration and development. The City Council is concerned to ensure that in considering such matters, full account is taken of road safety, the traffic and environmental capacity of the affected parts of the road system, the needs of pedestrians and cyclists, parking requirements and the role of public transport.

CONTROL OVER DEVELOPMENT

T7.1 WHERE A PROPOSED DEVELOPMENT WOULD GENERATE TRAFFIC CAUSING DEMONSTRABLE DANGER OR INCONVENIENCE ON THE PUBLIC HIGHWAY, OR OTHER SERIOUS HARM TO THE LOCAL ENVIRONMENT, AND WHICH COULD NOT BE SATISFACTORILY MITIGATED BY PLANNING CONDITIONS AND/OR PLANNING OBLIGATIONS, PERMISSION WILL BE REFUSED.

5.184 New development will generate demand for access by public transport, delivery vehicles, cars, bicycles and pedestrians. The development must pay due regard to road safety, the environmental effects of traffic, and the ability of the highway network to cater for these demands. Satisfactory parking must also be provided in accordance with the City Council's development control standards. In particular, the operational requirements of the development should be contained within the curtilage of the site.

5.185 Where potential problems are capable of solution through the developer paying for improvements or additions to the existing public highway, then planning permission may be granted subject to appropriate conditions or prior completion of a legal agreement.

T7.2 DEVELOPMENT REQUIRING IMPROVEMENTS TO THE PUBLIC HIGHWAY WILL NOT BE ALLOWED UNLESS:

- A. APPROPRIATE CONTRIBUTIONS ARE OBTAINED FROM DEVELOPERS;*
- B. THE OPERATIONAL, ECONOMIC AND ENVIRONMENTAL INTERESTS OF THOSE AFFECTED BY DEVELOPMENT ARE PROPERLY SAFEGUARDED;*
- C. IT IS IN ACCORDANCE WITH THE STANDARDS OF THE HIGHWAY AUTHORITY; AND*
- D. APPROPRIATE PROVISION IS MADE FOR PUBLIC TRANSPORT, PEDESTRIANS, CYCLISTS AND HORSERIDERS.*

5.186 Improvements and additions to the highway network will be necessary before substantial development can be accommodated. Developers may be required to enter into planning obligations or other legal agreements to secure the necessary highway modifications.

5.187 The City Council will consider among other matters the traffic and environmental capacity of existing and proposed roads in reaching its conclusions on the most appropriate arrangements for new highway infrastructure and will negotiate with developers to secure a contribution to pay for any necessary works.

5.188 The normal parking and design standards of the City Council, will have to be met in the design and provision of all new development and related infrastructure.

5.189 The City Council cannot provide or ensure the provision of public transport but through planning and highway powers it can ensure that any highway infrastructure takes the needs of existing and potential public transport operators and users into account.

5.190 The planning of completely new neighbourhoods and estates allows the development of substantial facilities for non-motorised transport. The provision of highway routes for pedestrians and cyclists will be integrated with non-highway recreational routes wherever feasible.

INFRASTRUCTURE PROPOSALS

Northern Development Area

5.191 The traffic impact of the development proposals for the Northern Development Area (NDA) has been assessed. It is estimated that the scale, type and location of development proposed can be accommodated within the NDA without prejudicing the operation of existing transport infrastructure, provided that some additional transport capacity is provided.

5.192 Notwithstanding the above, some existing local roads will be subject to additional traffic and under these circumstances it will be necessary to identify measures which will mitigate the effect of increased traffic flow in affected areas.

5.193 The following proposals identify the main transport requirements for local roads associated with the NDA.

5.194 Developers will be expected to provide or contribute to the cost of all necessary works. Certain proposals in relation to trunk roads which will also be subject to contributions from developers, are described in the trunk road policies T7.20 to T7.23. Contributions to securing public transport services linking the NDA to the established public transport network (including the provision of revenue support) will be required.

T7.3 THE A1056 SANDY LANE LINK ROAD WILL BE IMPROVED FROM ITS JUNCTION WITH THE A1 AT NORTH BRUNTON TO ITS JUNCTION WITH THE B1318 AT WIDOPEN.

5.195 This proposal involves the widening and improvement of a link road to dual carriageway standards consistent with North Tyneside's scheme to improve the whole of Sandy Lane to dual carriageway standard.

5.196 The Sandy Lane Improvement is a programmed major highway improvement scheme in North Tyneside's Transport Policies and Programme.

5.197 The City Council has included an improvement scheme for the link road in its programme of local highway improvements (see policy T6.2).

T7.4 A NEW ROAD WILL BE CONSTRUCTED BETWEEN THE A1 AT NORTH BRUNTON JUNCTION AND BRUNTON LANE. BRUNTON LANE WILL BE IMPROVED SOUTH OF THIS NEW ROAD, TO ITS JUNCTION WITH KINGSTON PARK ROAD. DEVELOPMENT WHICH WOULD PREJUDICE IMPLEMENTATION WILL NOT BE ALLOWED.

5.198 The NDA is served by two high capacity strategic roads (the A1 and A696) giving exceptionally good access to and from the site.

5.199 The proposal for which a notional alignment only is shown on the Proposals Map will primarily serve the business park, but will also, in conjunction with policy T7.6 create an important strategic connection between the two trunk roads giving high quality access to the whole development site whilst relieving the A1 of some local traffic.

5.200 Sensitive design will contain the road within a landscaped corridor, with development set back appropriately.

T7.5 THE BRUNTON LANE/BRUNTON ROAD JUNCTION WILL BE IMPROVED, AND BRUNTON LANE REALIGNED SO AS TO DISCOURAGE TRAFFIC FROM ENTERING KINGSTON PARK. DEVELOPMENT WHICH WOULD PREJUDICE IMPLEMENTATION WILL NOT BE ALLOWED.

5.201 Brunton Lane passes through the centre of Kingston Park attracting through traffic into an area which contains busy shopping, community and educational facilities. This proposal is intended to encourage non-essential traffic to remain on purpose built peripheral roads rather than pass through built up areas as at present.

T7.6 A NORTHERN BYPASS OF KENTON BANKFOOT WILL BE CONSTRUCTED FROM BRUNTON ROAD TO THE STATION ROAD JUNCTION ON THE A696 WOOLSINGTON BYPASS. DEVELOPMENT WHICH WOULD PREJUDICE IMPLEMENTATION WILL NOT BE ALLOWED.

5.202 This proposal complements policy T7.4 above in providing part of a strategic route serving the NDA. It relieves pressure on the northern section of this route by directing some business and residential traffic onto the A696. In addition it is a measure designed to discourage extra traffic generated by the development proposals from using roads through the established built up areas.

5.203 The relative advantages and disadvantages of crossing the Metro at grade, under or over ground level will be assessed. Sensitive landscaping will be provided to this route which will largely be contained within the Green Belt.

5.204 Construction may allow Station Road and the western section of Brunton Road to become culs-de-sac providing a more attractive environment for pedestrians and residents in Kenton Bankfoot.

5.205 Consideration will be given to appropriate measures for mitigating the impact of increased traffic on local roads to the south of the A696.

T7.7 THOSE SECTIONS OF BRUNTON LANE MADE REDUNDANT FOR THROUGH TRAFFIC WILL BE RETAINED FOR ACCESS AND RECREATIONAL PURPOSES AS APPROPRIATE.

5.206 As a result of implementing policy T7.4 substantial portions of Brunton Lane would be required for access to only a relatively small number of properties. It is proposed to retain this minor road and associated hedges and trees and enhance its role for recreational purposes, particularly walkers and cyclists.

T7.8 A DISTRIBUTOR ROAD WILL BE CONSTRUCTED FROM A JUNCTION IMPROVEMENT AT THE GREAT NORTH ROAD/BRUNTON LANE, USING THE EXISTING BRIDGE OVER THE WESTERN BYPASS AT BRUNTON LANE. DEVELOPMENT WHICH WOULD PREJUDICE IMPLEMENTATION WILL NOT BE ALLOWED.

5.207 It is intended that new roads to serve residential parts of the NDA will be provided. This proposal can provide the basis of convenient access to the highway network without becoming an attractive through route. Furthermore it provides the opportunity for separating commercial and residential traffic and some flexibility for public transport operators.

T7.9 A NETWORK OF LOCAL DISTRIBUTOR, ESTATE AND OTHER ACCESS ROADS WILL BE PROVIDED TO SERVE THE NORTHERN DEVELOPMENT AREA AND SUPPORT THE ROLE OF PUBLIC TRANSPORT.

5.208 A hierarchy of roads will be required to serve specific parts of the Northern Development Area.

5.209 The City Council's normal parking and design standards will apply to the provision of all new infrastructure.

5.210 Planning and highway powers will be used to encourage public transport by ensuring that highway infrastructure takes the needs of bus operators into account.

5.211 In the short term measures such as bus only links and bus gates may stimulate use. A corridor suitable for the introduction of a high capacity public transport system will be protected from development.

5.212 The City Council and the developer will evaluate the costs and benefits of high capacity public transport system (e.g. guided bus) to serve the NDA and complement existing facilities. Developers would need to form partnerships with operators to develop and implement any new/upgraded public transport service and avoid the cost of the service provision falling on the City Council.

T7.10 A NETWORK OF PEDESTRIAN AND CYCLE ROUTES WILL BE PROVIDED IN THE NORTHERN DEVELOPMENT AREA.

5.213 The planning of new neighbourhoods allows for the provision of extensive facilities for non-motorised transport.

5.214 A master plan will be prepared for the NDA which will include a strategy for open space, landscape and wildlife, and integrate into this a comprehensive footpath and cycle route network, with both highway and non-highway routes for all users.

5.215 Some sections of existing roads no longer required for general traffic will be incorporated into the network.

Newburn Haugh Action Area

5.216 The transport implications of this development are wide ranging and extend to the strategic highway network on both sides of the river.

5.217 A traffic impact study will be required in order fully to assess the transport requirements associated with development. However, the following proposals identify some of the transport infrastructure requirements.

T7.11 SCOTSWOOD ROAD WILL BE UPGRADED TO A FOUR LANE DUAL CARRIAGEWAY BETWEEN DENTON ROAD AND THE ACCESS TO THE DEVELOPMENT SITE.

5.218 Policy T6.1 provides for a single carriageway improvement between Denton Road and Neptune Road.

5.219 Releasing the development potential of the area will inevitably require an upgrading to dual carriageway standards of this proposal and any extension of it to the principal access point of the main economic development site.

T7.12 A NETWORK OF LOCAL DISTRIBUTOR, ESTATE AND OTHER ACCESS ROADS WILL BE PROVIDED TO SERVE THE DEVELOPMENT OF NEWBURN HAUGH AND SUPPORT THE ROLE OF PUBLIC TRANSPORT.

5.220 The development of the area will create jobs meeting the needs of local neighbourhoods with high unemployment levels. The area lies immediately to the south of a major public transport corridor and measures to encourage comprehensive bus penetration will be introduced.

5.221 There is an existing rail link between Central Station and Blaydon which could serve the development via a river ferry service. The potential for developing a public transport facility linked to recreational use will be investigated. The City Council will consult with Gateshead MBC and will investigate the need for additional cross river capacity for local traffic to serve the development sites of Newburn Haugh and Blaydon Haugh.

T7.13 A NETWORK OF PEDESTRIAN AND CYCLE ROUTES WILL BE PROVIDED AT NEWBURN HAUGH.

5.222 Some rights of way already exist within the area. The Master Plan will include the development of a network which will give full access to the riverside and link to the existing Recreational Route Network, especially Hadrian's Way.

T7.14 MEASURES WILL BE IMPLEMENTED TO PROTECT THE RESIDENTIAL AREAS TO THE NORTH OF NEWBURN HAUGH FROM TRAFFIC GENERATED BY DEVELOPMENT.

5.223 The City Council will take the appropriate precautions to protect the residential areas of Lemington from being used by through traffic generated from development at Newburn Haugh. A range of measures are available which will be investigated and developed in conjunction with the preparation of the Master Plan for the area.

Little Benton Action Area

5.224 The Little Benton Area, including the former Wills Factory is being developed to provide housing.

5.225 In order to accommodate traffic generated by the development proposals, new transport infrastructure is required and will be provided through contributions from developers. The following requirements have been identified.

T7.15 A NORTHERN ACCESS ROAD WILL BE CONSTRUCTED FROM RED HALL DRIVE AT ITS JUNCTION WITH THE COXLIDGE WAGONWAY TO THE REAR OF THE WILLS FACTORY BUILDING. DEVELOPMENT WHICH WOULD PREJUDICE ITS IMPLEMENTATION WILL NOT BE ALLOWED.

5.226 This proposal will provide access to Red Hall Drive and facilitate the closure of the access through an existing residential area via Dimbula Gardens.

- 5.227 The access road and its junction at Red Hall Drive will be provided by the developer.
- T7.16 THE BRIDGE AND APPROACH ROADS AT THE JUNCTION OF RED HALL DRIVE, BENFIELD ROAD AND THE COAST ROAD WILL BE IMPROVED.**
- 5.228 The proposal involves the improvement of the Red Hall Drive/Benfield Road junction and its apparatus.
- T7.17 ESTATE AND OTHER ACCESS ROADS WILL BE PROVIDED TO SERVE DEVELOPMENT AT LITTLE BENTON AND SUPPORT THE ROLE OF PUBLIC TRANSPORT.**
- 5.229 The developer will be required to provide a network of estate and other access roads which service the development and stimulate the provision and use of public transport.
- 5.230 In addition, the City Council will seek the inclusion of appropriate traffic calming measures.
- T7.18 EXISTING FOOTPATHS AND BRIDLEWAYS AT LITTLE BENTON WILL BE RETAINED WHERE POSSIBLE AND DIVERTED AND EXTENDED WHERE APPROPRIATE.**
- 5.231 A considerable area of land is allocated for recreational development.
- 5.232 Footpaths and bridleway improvements and extensions will be integrated into the Master Plan to ensure full access to facilities provided.

Newcastle International Airport Action Area

- T7.19 LAND IS RESERVED FOR A REALIGNED ACCESS ROAD FROM THE JUNCTION OF PONTELAND ROAD AND CALLERTON LANE TO SERVE THE AIRPORT MAINTENANCE AREA.**

5.233 The proposed extension of the Airport maintenance area may lead to a substantial increase in traffic using the access on to Ponteland Road. The current alignment does not discourage vehicles from passing through Woolsington village. A new alignment leading directly to Callerton Lane is proposed, which would offer a much more direct route to the trunk road network and direct traffic away from the village. The need for the realignment will be reviewed as part of the Master Plan for the area.

MODIFICATION OF THE TRUNK ROAD NETWORK

5.234 Improvement of the trunk road network to facilitate development will be supported in appropriate circumstances, provided that the strategic role of trunk roads is not prejudiced. The A1 Newcastle Western Bypass and to a lesser extent the A69 and the A696 Woolsington Bypass provide high quality access to a substantial part of the City whilst offering the potential for significant environmental improvements in both the City Centre and surrounding residential areas. Therefore, the location of new development close to the new trunk road facilities can satisfy a number of City Council objectives.

5.235 The three roads referred to above are all trunk roads for which the Department of the Environment Transport and the Regions (DETR) is responsible, and are intended primarily to serve national and regional needs.

5.236 Where a development directly accesses a trunk road then this connection must be capable of accommodating all traffic flows 15 years after first opening of the development. Upstream and downstream of this connection the network must be left 'no worse off' in the 15th year after opening than if the development had not taken place. The need for any improvements and their scale would require discussion with, and the agreement of the Highways Agency.

5.237 The DETR has, however, stated that no new junctions will be allowed on the A1 Newcastle Western Bypass and that any additional connections to the existing junctions will only be allowed if it can be demonstrated that there will be no detrimental effect on trunk road traffic flow (and other factors).

5.238 The DETR has also acknowledged that the Bypass should not form a barrier to movement in Newcastle, and that linkages across the Bypass will need to be maintained.

The Trunk Road Network and The Northern Development Area

5.239 With the implementation of the Northern Development Area (NDA), it is likely that the traffic capacity of the Trunk Road Network will be exceeded and the DETR envisages that there will be a need to improve the A1 Newcastle Western Bypass within the life of the Plan.

5.240 Further work is required to determine in detail the nature of necessary link and junction improvements and whether such measures are feasible. In the event that necessary improvements prove feasible, then the DETR will expect developers to contribute either fully or in part to the cost of these works.

5.241 The following proposals affecting trunk road infrastructure are consistent with the City Council's development strategy and at the same time are not expected to attract the disapproval of the DETR.

A1 Western Bypass

T7.20 LAND SHOWN ON THE PROPOSALS MAP AT NORTH BRUNTON IS SAFEGUARDED FOR HIGHWAY PURPOSES TO PROVIDE FOR DIRECT ACCESS TO THE NORTHERN DEVELOPMENT AREA FROM THE A1/A1056 INTERCHANGE THE PROVISION OF INCREASED JUNCTION CAPACITY WILL BE ENCOURAGED AND SUPPORTED.

5.242 The A1/A1056 junction is an important connection in the orbital route around the north of the Tyneside conurbation.

5.243 Access to the NDA from this junction will primarily serve the proposed economic development allocation, but will also allow an important link to the A696 thereby providing some relief to the A1 between North Brunton and Ponteland Road, for example in relation to movement between Sandy Lane and the Airport.

5.244 Although significant junction delay, due to the proposed development, is not anticipated for a decade, it will be prudent to cater for increasing traffic flow by junction improvements such as signalisation, realignment and widened entry and exit roads etc.

T7.21 LAND SHOWN ON THE PROPOSALS MAP AT THE A1/A696 INTERCHANGE IS SAFEGUARDED FOR HIGHWAY PURPOSES TO PROVIDE FOR THE PROVISION OF INCREASED JUNCTION CAPACITY.

5.245 The Western Bypass could form a substantial barrier to movement. In this regard the capacity of the A1/A696 junction is important in serving the A1 and the City's own roads to obtain access to the NDA, and the Airport.

5.246 Improvements can be made through signalisation which would add significant congestion-free life to this junction, releasing capacity which is expected to be in excess of that generated by the proposals for the NDA.

T7.22 LAND SHOWN ON THE PROPOSALS MAP ALONG THE A1 BETWEEN THE A1/A696 INTERCHANGE AT PONTELAND ROAD AND THE A1/A1056 INTERCHANGE AT NORTH BRUNTON IS SAFEGUARDED FOR HIGHWAY PURPOSES TO PROVIDE FOR THE WIDENING OF THE A1 WESTERN BYPASS. DEVELOPMENT WHICH WOULD PREJUDICE LANE WIDENING IN EACH DIRECTION WILL NOT BE ALLOWED

5.247 Since the opening of the Blaydon Bridge in December 1990, the A1 through Newcastle has experienced exceptionally high traffic growth, considerably in excess of national traffic forecasts. Because of this growth, it is difficult to place reliance upon traditional traffic forecasting techniques.

5.248 Although extrapolation of the observed growth indicates that in certain locations design capacity could be exceeded before the likely commencement of any part of NDA proposals, the DETR are concerned that there is not sufficient historic data accurately to predict growth trends into the future.

5.249 The opening of the Blaydon Bridge in 1990, the closure of Scotswood Bridge in 1991/92 and the ongoing expansion of the Metro Centre have all contributed significantly to the frequent changes in growth experienced on the A1.

5.250 It is, therefore, considered prudent, where practicable, to safeguard the potential for increasing future capacity by the provision of additional lanes along the Newcastle Western Bypass corridor, particularly north of Ponteland Road, where the effects of traffic on the NDA are greatest. Provision is therefore made for the land required for this highway widening, in the Plan. It is anticipated that the land required for this reservation could generally be provided from within the existing trunk road boundaries.

A696 Woolsington Bypass

T7.23 LAND SHOWN ON THE PROPOSALS MAP AT STATION ROAD/A696 JUNCTION IS SAFEGUARDED FOR HIGHWAY PURPOSES TO PROVIDE FOR DIRECT ACCESS TO THE NORTHERN DEVELOPMENT AREA TO BE GAINED FROM THE A696/C107 INTERCHANGE AT STATION ROAD.

5.251 The A696 Woolsington Bypass has significant reserve capacity and this proposed connection, coupled with a proposal for a northern bypass of Kenton Bankfoot provides access to the NDA and relief to the A1 and the established built up areas around Kenton Bankfoot and Kingston Park.

6 . IMPLEMENTATION

INTRODUCTION

6.1 Realising the Plan's aims and objectives will require commitment and resources from a wide range of organisations and individuals. Progress needs to be monitored to judge the effectiveness of the Plan and its policies, and to assess changing circumstances which will in time call for a review.

Promotional and regulatory policies

6.2 The UDP's policies fall broadly into two categories - promotional and regulatory. Both forms of policy are essential to achieving the Plan's aims, but are effected in quite different ways. The Plan's promotional policies include the allocation of land for economic and housing development, for example within the Northern Development Area. Generally, promotional policies and proposals will require private or public sector resources, or a mixture of both if they are to be achieved. Regulatory policies play a complementary role and are generally implemented by the development control process as specific proposals come forward. These two aspects of the Plan's policies will frequently reinforce or complement one another. Private sector development of land allocated in the Plan, could, for example, be governed by a range of policies such as those covering open space standards, parking requirements, and developer contributions.

The City Council's role

6.3 The City Council has roles in both the promotion and regulation of development. The balance between these roles has changed considerably over time. In the 1960's and 70's the City Council was able to take a very active promotional role in major developments such as Eldon Square, Byker, and the Central Motorway. The key to implementing these projects was the availability of resources channelled through the City Council. During the 1980's and early 1990's the Government chose progressively to reduce the resources available to local authorities, while at the same time channelling funding through new agencies such as the Tyne and Wear Development Corporation and the City Challenge Board. During the lifetime of the Plan the balance could change again, either reducing the promotional role of the City Council still further, or increasing it. The policies, proposals and mechanisms for implementing the Plan will remain relevant and applicable whichever way this balance changes.

RESOURCES

Public sector resources

6.4 Two forms of public sector resources are relevant to the UDP:

- those used for specific projects or programmes; and
- those which can be used to lever investment from the private sector. Both forms are used by the main funding agencies.

City Council resources

6.5 The City Council has a number of capital and revenue spending programmes relevant to implementing the UDP:

- highways;
- economic development;
- housing;
- education;
- recreation; and
- environmental improvements.

During the Plan period resources available under these headings will vary from year to year. The UDP Annual Monitoring Report will consider the interrelationship between progress in implementing the Plan and the availability of resources.

English Partnerships and the Regional Development Agency

6.6 During the lifetime of the Plan English Partnerships (EP), the Government's Urban Regeneration Agency, and subsequently the Regional Development Agency (RDA) will act as a channel for gap funding and land reclamation grant, and possibly other relevant resources. One principal area within the City for EP/RDA action and resources is Newburn Haugh. The City Council has worked closely with English Partnerships on the master plan and infrastructure improvements.

Private sector resources

6.7 The private sector, in its many forms, has an essential part in the implementation of this Plan. Given the severe limits on public, particularly local authority spending, the private sector must provide the bulk of resources required for the development of housing, industry, business and office space and leisure facilities. The proposals of the Plan must therefore be attractive to the private sector if they are to be implemented. Another requirement being increasingly applied by the Government is that the release of public sector funding is dependent upon resources being levered from the private sector. In the past the expectation has been that the local authority would be responsible for the majority of supporting social and educational facilities associated with new development. In the future developers will have to take on more of these responsibilities.

DEVELOPMENT CONTROL

DETERMINATION OF PLANNING APPLICATIONS

6.8 The following will be taken into account in determining all planning applications:

- the requirement that where the development plan is material to the application it shall be determined in accordance with the plan unless material considerations indicate otherwise;
- Government advice given in relevant planning policy guidance, development control policy notes, circulars and ministerial statements;
- the need for efficiency and speed in the development control process;
- the general public interest, including public representations so far as material from a planning point of view;
- any applicable statutory duties and limitations; and
- any applicable supplementary planning guidance (SPG) and development briefs.

6.9 Section 54A of the Town and Country Planning Act, 1990, requires the application or appeal to be determined in accordance with the development plan unless material consideration indicate otherwise. In effect this introduces a presumption in favour of the development plan. Accordingly, in the interests of clarity and certainty the Plan's policies state development which will not be allowed and development which will be allowed subject to any other relevant policies. The use of 'normally' or 'presumption against' is avoided.

6.10 An applicant who proposes a development which is in conflict with the Plan would need to produce convincing reasons to demonstrate why the Plan should not prevail. If these are accepted by the City Council the development would be advertised as a departure from the Plan before any planning permission can be given.

6.11 The development plan comprises the Plan's policies and proposals which are set out in upper case text and the Proposals Map. It also includes development control policy statements which detail the material planning considerations for the determination of planning applications for specific types of development. The development control policy statements are set out in full in chapter 7 under the following headings:

DCPS 1	Access for All
DCPS 2	Residential Extensions
DCPS 3	Residential Care and Nursing Homes
DCPS 4	Flat Conversions
DCPS 5	Houses in Multiple Occupation
DCPS 6	Hotels, Guest Houses etc.
DCPS 7	Day Nurseries
DCPS 8	Service Uses in Shopping Areas
DCPS 9	Amusement Centres
DCPS 10	Food and Drink Premises
DCPS 11	Taxi Offices
DCPS 12	Shop Fronts and Related Signage
DCPS 13	Canopies, Awnings etc.
DCPS 14	Security Shutters and Grilles
DCPS 15	Petrol Filling Stations
DCPS 16	Crime Prevention
DCPS 17	Spacing Standards for Residential Development
DCPS 18	Provision for Children's Play in Residential Development
DCPS 19	Landscaping
DCPS 20	Mineral Extraction
DCPS 21	Waste Disposal and Waste Handling Facilities
DCPS 22	Noise and Vibration
DCPS 23	Parking Standards for Cars and Cycles

Supplementary planning guidance (SPG) and development briefs

6.12 The City Council has prepared helpful guidance for those preparing planning applications. The guidance supplements the policies and proposals of the Plan for certain technical or complex topics such as the design of residential areas. Only policies in the Plan have a special status for determining planning applications. However SPG may be taken into account as a material consideration. All of the City Council's SPG has been formally approved by Committee and where appropriate wider consultation has been undertaken.

6.13 As well as producing SPG covering City-wide issues, the Council often prepares Committee approved development briefs for specific sites. Briefs may be considered necessary for a site because of, for example, the large size of a site, a sensitive location or the complexity of planning and local issues. In such instances the development control process is aided by the Council preparing a brief for potential developers in advance of a scheme being drawn up or a planning application being prepared. Briefs will refer amongst other matters to relevant development plan policies. The status of development briefs will be subject to the same consideration as that of SPG as outlined above.

Overall development control policy

6.14 Many of the policies of the Plan have a bearing on one another. Rather than state this in a number of places the following policy applies throughout the Plan:

IM1 THE INTERPRETATION AND IMPLEMENTATION OF ALL POLICIES AND PROPOSALS SHALL BE SUBJECT TO ANY OTHER RELEVANT POLICIES.

6.15 A number of policies and proposals, particularly those which promote or encourage development or activities, may have implications for other issues such as residential amenity, protection of open space, nature conservation or transport. They will therefore be subject to development control and other policies relevant to those issues. In the interests of brevity, simplicity and comprehensive coverage of a potentially large amount of cross referencing, this has not been stated in each policy, but is a requirement in its interpretation.

6.16 The relevant topic or policies will depend on the locality and circumstances of the individual case. As an example, a proposal for major new retail development under policy R3 might, depending on the site, affect residential amenity, open space, an economic development area, a wildlife corridor, or road safety, all of which are the subject of control policies.

PREPARATION OF MASTER PLANS AND DEVELOPMENT BRIEFS

DESIGNATION OF ACTION AREAS

6.17 Some parts of the City will see very significant development and change during the UDP Plan period. They will undergo comprehensive development, redevelopment or improvement. In order to secure the objectives of the Plan in these areas it is desirable for the City Council and other interested parties to agree a strategy and programme of action for each. The extent, type and pace of change in each of these areas will be different, so that the mechanism for each will also differ. However, as a general indication of this comprehensive approach it is proposed to designate each as an Action Area as allowed for in legislation and government guidance. (It is intended that work will start in each Action Area within ten years if it has not done so already).

6.18 In the case of Little Benton, Shields Road and St. Nicholas Hospital sufficient guidance for their future development is in place and incorporated in the Plan. In the City Centre the development of some sites will require the preparation of detailed briefs. When briefs for sites in the City Centre or elsewhere are prepared, they will use the UDP as the overall frame of reference.

Action Areas

IM2 THE FOLLOWING AREAS ARE DESIGNATED AS ACTION AREAS FOR THE PURPOSES OF SECTION 12 (8) OF THE TOWN AND COUNTRY PLANNING ACT 1990:

1. The City Centre
2. The Northern Development Area
3. Newburn Haugh
4. Newcastle International Airport and environs
5. Little Benton
6. Shields Road
7. St. Nicholas Hospital

6.19 For three areas it is clear that a more detailed strategy for each is required to guide development and to assist in identification of necessary infrastructure requirements. These are the Northern Development Area, Newburn Haugh and Newcastle International Airport and environs. The City Council has already initiated the preparation of such strategies and for the moment these are termed master plans. The exact form and title will evolve in each case. There will be consultation with landowners, local communities and businesses, developers and public agencies at the appropriate time.

6.20 The master plans will not form part of the UDP and will therefore have the lesser status of Supplementary Planning Guidance when subject to a resolution of the City Council as planning authority. The master plans will thus be available for guidance to developers submitting planning applications for sites in the Action Areas. It is likely that they will take the form of a written statement accompanied by illustrative maps, dealing comprehensively with site specific issues and broader infrastructure requirements. They will also, where necessary, give guidance on phasing, on the likely extent of developer contributions and on the need for planning obligations under Section 106 of the Town and Country Planning Act 1990.

6.21 The boundaries of the Action Areas defined in Policy IM2 are shown on the Proposals Map. The following paragraphs indicate in outline the treatment proposed by the City Council for each Action Area.

The City Centre

6.22 The City Centre will continue to be supported as a centre of employment, commerce, shopping, culture, education, health care, entertainment and transportation. Economic activity will be sustained, whilst the architectural and historic heritage will be retained through encouraging investment in development, encouraging mixed use activities, encouraging area renewal and reducing the negative impact of traffic.

The Northern Development Area

6.23 The Plan identifies the Northern Development Area as the major site for growth outside the built up area. Its qualities will attract national and international investment. The aim is to create a coherent integrated development of the highest quality offering employment and housing together with community, social and leisure facilities. Employment will be created in the northern part of the Action Area, with housing north and south of the Ouseburn. The Action Area boundary is drawn to include land which may be needed for new or improved roads which are required to facilitate the development. It is the intention to prepare a master plan as Supplementary Planning Guidance for the Action Area.

Newburn Haugh

6.24 The Action Area contains the largest site for industrial development in Newcastle. Realising the development potential will require large scale clearance, reclamation and off site infrastructure works. The site also has potential for improved provision for recreation, industrial archaeology and nature conservation. The Action Area includes land surrounding the industrial allocation which offers further opportunities for industry and recreation. It is the intention to prepare a master plan as Supplementary Planning Guidance for the Action Area.

Newcastle International Airport

6.25 The Airport plays an important role as a gateway to the City and the North East Region. Further land is needed to facilitate further development and expansion and a window in the Green Belt provides a clearly defined, developable area for airport related uses. Expansion can then proceed on a considered basis, ensuring that scarce, operational land is used in the optimum fashion. A master plan has been prepared as Supplementary Planning Guidance for the Airport.

Shields Road

6.26 This district centre is the second most important shopping street within the City. It also contains other functions such as leisure, commercial and industrial uses. There are problems which are acting as a deterrent to trade, including rundown properties and vacant sites. Regeneration will be implemented through encouraging development and redevelopment, achieving an efficient pattern of access and circulation and environmental improvements.

Little Benton

6.27 The Action Area contains the last substantial open area of land in east Newcastle. It provides an essential reservoir of public and private open spaces. In addition the area makes an important contribution towards meeting the City's housing needs.

St. Nicholas Hospital

6.28 Dispersal of health service activities from the site has led to the release of development land. The complex has exceptional amenity value and recreational potential and contains a conservation area and listed buildings. A brief has been prepared and approved after consultation with the Hospital and District Health Authority (as they existed at the time). The Brief gives guidance on development of the land likely to be released, with an emphasis on quality and sensitivity in design and retention of attractive features. The primary uses will be housing, open space and economic development.

IM3 BEFORE THE START OF THE DEVELOPMENT PROPOSED IN THE UDP FOR THE NORTHERN DEVELOPMENT AREA, SHOWN ON THE PROPOSALS MAP AS AN ACTION AREA, PLANNING PERMISSION WILL NOT BE GRANTED FOR ANY DEVELOPMENT WHICH WOULD PREJUDICE THOSE PROPOSALS OR DEMONSTRABLY HARM THE RURAL CHARACTER OF THE LOCALITY.

6.29 There will be a period when open countryside within the Action Area is excluded from the Green Belt but detailed proposals for its development will not have been prepared or will not have received planning permission. This Policy will ensure that:

- the rural character of the area will not be disturbed before it is absolutely necessary; and
- development, even if appropriate to a rural area, will not be permitted if it would prejudice the development of the defined Action Area

ENVIRONMENTAL CONSIDERATIONS

6.30 Most policies and proposals in the UDP have environmental implications. These have been appraised as part of the process of plan preparation. Where there are options, for example, for the location of development on greenfield sites, the Plan makes clear how the decision was made. The City Council believes that there are no unacceptable environmental implications arising from the Plan.

Environmental impact assessment

6.31 There is a statutory requirement to carry out an environmental assessment for major projects. This is a process for predicting and evaluating the impact of development on the environment. It is the responsibility of the developer to carry out the assessment.

6.32 The City Council believes that the principles set out in the statutory system of environmental assessment are applicable to a much wider range of proposals. They can also encourage or facilitate development in accordance with the Plan. This Plan contains therefore a number of requirements for developers to submit information in the form of non statutory impact assessments in support of their applications for planning permission. Matters covered include:

- impact on nature conservation interest;
- archaeological assessment;
- impact of mineral workings;
- impact of development subject to pollution control;
- use of contaminated land; and
- developments creating, or sensitive to noise.

The relevant part of the Plan sets out in each case the circumstances in which such information will be requested or required.

6.33 The carrying out of non statutory impact assessments will allow developers to identify unsatisfactory elements of the scheme and to incorporate within proposals the necessary measures to overcome problems. In some cases it may be necessary for developers to propose action outside the application site boundary and indicate their willingness to enter into planning obligations to secure implementation.

INFRASTRUCTURE, PLANNING OBLIGATIONS AND DEVELOPER CONTRIBUTIONS

Infrastructure

6.34 It is essential that all new development proceeds hand in hand with the provision of the necessary infrastructure. This applies to development specifically proposed in the Plan or otherwise. For the purposes of this Plan the definition of infrastructure includes not only transport and mains services but also a range of social, recreational and community facilities, generally as set out in policy IM4 below.

6.35 The Plan establishes the amount, location and in some cases timing of new development. This provides a guide to the providers of infrastructure and will allow them to plan their own investment programmes and to set out any requirements for land or other resources as early as possible.

IM4 PLANNING APPLICATIONS FOR THE DEVELOPMENT OF SITES MUST INCLUDE PROVISION FOR INFRASTRUCTURE WHERE APPROPRIATE. PLANNING PERMISSION FOR DEVELOPMENT REQUIRING NEW, OR IMPROVEMENTS TO EXISTING, INFRASTRUCTURE WILL NOT BE GRANTED UNLESS THE COUNCIL IS SATISFIED THAT SUITABLE ARRANGEMENTS, BY WAY OF LEGAL AGREEMENTS IF NEED BE, HAVE BEEN MADE TO ENSURE THAT THE WORKS WILL BE UNDERTAKEN

Phasing

6.36 For the larger sites and developments it will be necessary to involve the providers of infrastructure in preparation of the master plans and development briefs. In such areas the infrastructure requirements may indicate either the speed or sequence of development so as not to overload existing provision. If necessary such phasing requirements will be built into planning approvals. It may be necessary for developers to enter into planning obligations in order to secure the infrastructure and to agree the timing of its provision.

IM5 THE RELEASE OF LAND ALLOCATED FOR DEVELOPMENT WILL BE PHASED WHERE NECESSARY TO ENSURE THAT DEVELOPMENT WILL PROCEED ONLY WHEN THE NECESSARY INFRASTRUCTURE HAS BEEN PUT IN PLACE OR HAS BEEN OTHERWISE SECURED

Planning Obligations and Developer Contributions

6.37 This Plan in its various sections sets out the normal requirements which developers must meet before receiving planning permission for a proposal. In most cases the requirements can be met entirely within the application site and can be secured by conditions on the planning permission. In certain circumstances the use of conditions is inappropriate and the use of planning obligations becomes necessary.

6.38 The term planning obligation was introduced by legislation in 1991. It covers both planning agreements (as used for many years previously) and unilateral undertakings (a similar but one-sided procedure now available to developers). A planning obligation may restrict development or the use of land, require operations or activities to be carried out, require land to be used in any specified way or require payments to be made to the local authority for specified provision.

6.39 In some instances a planning obligation will cover only the use of land or buildings. In other cases a developer will be required to carry out works or to make a payment to another agency, often the local authority, for such works. This Plan refers to the carrying out of these works or the financial payments towards them as developer contributions, to distinguish them from the legal mechanism of the planning obligation. Thus the two terms overlap but are not identical in meaning.

6.40 Circumstances in which planning obligations might be needed include where:

- infrastructure such as access or car parking is required but can only be provided off site;
- social, recreational and community facilities are required and can only be provided off site or by the local authority;
- a mix or range of uses is proposed which would only be acceptable if subject to some legal restriction outside the scope of normal conditions; and

- making good the loss of, or impact on an amenity on a site, for example its nature conservation interest, which involves works outside the site.

6.41 The policies below on planning obligations complement others in this part of the Plan. They relate in particular to policies on the provision of infrastructure (including social, recreational and community facilities), on the carrying out of environmental impact assessment and on the preparation of master plans and development briefs. Thus the use of planning obligations and developer contributions is part of a wider, comprehensive approach to planning for the future of Newcastle.

IM6 WHERE APPROPRIATE, THE COUNCIL MAY SEEK TO ENTER INTO A PLANNING OBLIGATION OR OBLIGATIONS WITH THE DEVELOPER(S) WHERE THIS IS NECESSARY TO THE GRANTING OF PLANNING PERMISSION. DEVELOPER CONTRIBUTIONS MAY BE SOUGHT TO MEET THE INFRASTRUCTURE OR OTHER CONSEQUENTIAL NEEDS OF DEVELOPMENT. EXAMPLES OF SUCH NEEDS INCLUDE:

- A. TRANSPORT INFRASTRUCTURE, INCLUDING PUBLIC TRANSPORT, HIGHWAYS, CAR PARKING AND FACILITIES FOR PEDESTRIANS AND CYCLISTS;
- B. FOUL AND SURFACE DRAINAGE AND OTHER MAIN SERVICES;
- C. SOCIAL, RECREATIONAL AND COMMUNITY FACILITIES, INCLUDING SCHOOLS;
- D. OPEN SPACE AND ACCESS TO COUNTRYSIDE;
- E. COMMUNITY WOODLAND;
- F. AFFORDABLE OR SPECIAL NEEDS HOUSING;
- G. TRAINING;
- H. PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT; AND
- I. PROTECTION AND ENHANCEMENT OF THE BUILT AND HISTORIC ENVIRONMENT.

6.42 The Policy above together with those in other sections of the Plan set out the approach which the Council will adopt in assessing those planning obligations and developer contributions which would be necessary as a consequence of proposals for development. They indicate the likely scope as far as is possible at the moment, so that developers can estimate the expenditure which they may have to meet.

6.43 It is suggested that developers and landowners approach the City Council to discuss these and other requirements before entering into negotiations on land purchase. For large or significant sites the City Council will normally wish to guide development by use of a master plan or a development brief. This process will lead to the identification of the necessary planning obligations and developer contributions in more detail than is possible in this Plan and will also allow for continuing public involvement in their negotiation.

6.44 The items included in this policy represent those needs identified as most significant by the City Council and which generally fall within current government guidance. The list is not exhaustive and the City Council may wish to add to it in the light of new guidance or other changes in circumstance. Other parts of this Plan indicate that developer contributions may be requested rather than required for items not on this list, for example for art in the environment, environmental education and interpretation.

6.45 The mechanisms for securing infrastructure vary greatly. As a general principle, the City Council expects developers to make all necessary arrangements for provision of infrastructure (including community facilities) unless a clear mechanism exists already and provision is already included in a programme. If proper provision is not made, then planning permission will be refused.

Mechanisms for securing developer contributions

- IM7 PLANNING OBLIGATIONS AND DEVELOPER CONTRIBUTIONS WILL BE SOUGHT TO SECURE PROVISION OF INFRASTRUCTURE OR OTHER CONSEQUENTIAL NEEDS BY:
- A. DIRECT PROVISION ON OR OFF SITE; OR
 - B. A FINANCIAL CONTRIBUTION TO THE CITY COUNCIL OR OTHER STATUTORY BODY FOR PROVISION IN THE AREA AS A WHOLE; OR
 - C. A FINANCIAL CONTRIBUTION TO A TRUST OR OTHER SUITABLE AGENCY SET UP FOR THAT PURPOSE; OR
 - D. A COMBINATION OF THE ABOVE.

6.46 In many cases it makes most sense for the City Council or another party to provide facilities for a wider area than a development site on its own. In some circumstances there are advantages in setting up a charitable trust or other type of organisation to administer a facility. The City Council may receive contributions in advance of providing the related facility, but developers must be assured that either provision is made within a reasonable period or the contribution is returned. The City Council will only seek financial contributions towards off site facilities or improvements where these will be provided within the timescale of this Plan or as otherwise mutually agreed. Planning obligations will normally allow for repayment of contributions should provision not be made within a set period.

6.47 The provisions for planning obligations for developers set out in this Plan will be applied fairly throughout the City. However there are some locations where land values and profit margins are low or indeed where public support is necessary to allow development to take place. If a developer seeks to have normal planning requirements relaxed so as to make a scheme financially viable, then the City Council may request from the developer a financial assessment of the scheme and may also carry out its own appraisal.

EQUAL OPPORTUNITIES

6.48 An important test of the UDP is that its policies and proposals should provide benefits for everyone. Bad design, poor accessibility to shops and jobs, and, lack of facilities affect certain groups of people disproportionately. Planning positively to help disadvantaged groups will help create a City which functions well for everyone.

6.49 Many of the Plan's policies and proposals will, in practice, provide benefits for everyone, for example:

- open space and recreation policies place a premium on protecting and improving public open space, sports fields and nature reserves, and access to these facilities along recreational routes. These will particularly benefit residents of the inner city who have poor access to such facilities;
- shopping policies aim to maintain and enhance the City Centre, district centres and local centres and

MONITORING AND EVALUATING THE PLAN

6.51 The UDP has been structured in a way which allows its overall aims and objectives to be regularly monitored.

6.52 The contents of the UDP can be viewed as having a pyramid structure. The aims form the apex, the objectives the next layer down, Part One policies then follow, Part Two proposals the action areas and development control policy statements provide the base. Each proposal relates back to a policy which in turn relates to an objective and an aim. By consciously structuring the Plan in this way it will be possible to monitor the progress of not only specific proposals but also the policies, objectives and aims to which they relate.

Monitoring

6.53 The City Council already monitors a number of key indicators relevant to the Plan, including the following:

- availability of land for housing and economic development;
- actual annual development of housing, industry, business units and floorspace;
- retail trends including floorspace, changes of use, the structure of shopping centres, spending patterns;
- housing clearance and improvements - included in the annual Housing Investment Programme;
- population trends, including overall changes, household formation and migration trends;
- economic indicators, including changes in employment structure, unemployment, business performance;
- transport trends, including numbers of vehicles and usage, public transport use, use of cycles, traffic volumes at specific points - such as the river crossings, and accidents;
- development trends including the take up of vacant and underused land and buildings;
- changes within the availability and use of open space;
- nature conservation resources; and
- landscape quality and resources.

A number of other indicators will be established and monitored, including:

- energy use and carbon dioxide emissions associated with energy use in the City;
- resources available for initiatives which help to implement the Plan;
- social indicators including trends in health, crime statistics etc;
- progress in achieving equal opportunities.

6.54 The City Council will publish an annual report on progress in implementing the UDP which will review data drawn from the above and other relevant sources. Where appropriate comparisons will be drawn with indicators for Tyne and Wear as a whole and the Region.

6.55 In addition to reviewing past trends the annual report will also look forward and present the best available forecasts relating to the economy, development, household formation, retail spending, transportation etc.

Evaluation

6.56 Monitoring trends leads directly to evaluation. Using the data referred to above, the performance of specific proposals and policies will be checked and their current state of progress spelt out. In addition specific policy areas may be the subject of detailed evaluation.

Plan review

6.57 The start date for the Plan specified by strategic guidance is January 1988, the end date 2006. These dates are most significant as regards housing land provision. By the time the UDP was adopted in 1998 it was already over half way towards its end date.

6.58 Reviewing housing land availability will be particularly important. The Plan is based upon current best data covering a wide range of variables including household formation, student numbers, clearance and windfall (unexpected) housing land availability. Clearance of 2,200 dwellings has been assumed throughout the Plan period (see Table H2). This could well prove to be a conservative estimate, given the large numbers of pre-1914 dwellings in the City improved in the 1970's under general improvement area and housing action area provisions for a nominal 30 year life. At the time of Plan preparation it was impossible to be certain about the likely level of clearance in the late 1990's and into the next century. A great deal will depend on the availability of resources for housing improvements particularly in the private sector, and the continued popularity of certain older housing areas.

6.59 There is no set requirement to review a Plan after a specified time period. In the light of possible uncertainty concerning house clearance, it would seem prudent to commence a review process towards the end of the Plan period to ensure that the Plan is updated prior to its end date. The timing of review will be judged in relation to the Plan's performance and changing circumstances in the City and the Region.

7. DEVELOPMENT CONTROL POLICY STATEMENTS

7.1 These Development Control Policy Statements set out those planning considerations which may be material in the determination of planning applications and appeals, and the conditions which may be attached to permissions, concerning the type of proposals to which each Statement refers. They are part of the UDP and are thus distinct from, and of a higher status than, Supplementary Planning Guidance, which supplements the policies and proposals of the UDP and is issued separately from it.

GENERAL DEVELOPMENT CONTROL POLICY STATEMENT

7.2 The following will be taken into account in determining all planning applications:

- the requirement that where the development plan is material to the application it shall be determined in accordance with the plan unless material considerations indicate otherwise;
- Government advice given in relevant planning policy guidance, development control policy notes, circulars and ministerial statements;
- the need for efficiency and speed in the development control process;
- the general public interest, including public representations so far as material from a planning point of view;
- any applicable statutory duties and limitations; and
- any applicable supplementary planning guidance (SPG) and development briefs.

SPECIFIC DEVELOPMENT CONTROL POLICY STATEMENTS

7.3 The following policy statements will be taken into account, as appropriate, in determining planning applications:

DCPS 1	Access for All
DCPS 2	Residential Extensions
DCPS 3	Residential Care and Nursing Homes
DCPS 4	Flat Conversions
DCPS 5	Houses in Multiple Occupation
DCPS 6	Hotels, Guest Houses etc
DCPS 7	Day Nurseries
DCPS 8	Service Uses in Shopping Areas
DCPS 9	Amusement Centres
DCPS 10	Food and Drink Premises
DCPS 11	Taxi Offices
DCPS 12	Shop Fronts and Related Signage
DCPS 13	Canopies, Awnings etc
DCPS 14	Security Shutters and Grilles
DCPS 15	Petrol Filling Stations
DCPS 16	Crime Prevention
DCPS 17	Spacing Standards for Residential Development
DCPS 18	Provision for Childrens Play in Residential Development
DCPS 19	Landscaping
DCPS 20	Mineral Extraction
DCPS 21	Waste Disposal and Waste Handling Facilities
DCPS 22	Noise and Vibration
DCPS 23	Parking Standards for Cars and Cycles

SUPPLEMENTARY PLANNING GUIDANCE

7.4 In order to assist those applying for planning permission, more detailed advice is available in the form of supplementary planning guidance. This guidance is approved by the City Council for development control purposes, but is not part of the UDP.

ACCESS FOR ALL

1. Planning applications for developments which are to be used or visited by the public will normally be expected to make adequate access provision for all sections of the community including people with disabilities, parents with young children ,the elderly and other special needs groups.
2. The following will be taken into account in determining the appropriate level of access provision, so far as material from a planning point of view:
 - individual character of the building and its setting particularly for conversion, change of use and alterations to existing premises and especially where listed or within a conservation area;
 - provision of identifiable and conveniently located parking for people with disabilities;
 - design, layout and surfacing of access routes and public space round buildings;
 - provision of suitable ramps and/or entrance lifts;
 - provision of entrance doors and lobbies which can accommodate people with disabilities;
 - adequate circulation space and access routes within the development;
 - the provision and design of lifts to allow access to different levels inside buildings, including basements; and
 - allocation and design of toilet and changing facilities.
3. The grant of planning permission for development to be used or visited by the public may include conditions relating to, inter alia:
 - submission of details of access provision; and
 - implementation of access provision before first use.

RESIDENTIAL EXTENSIONS

1. The following will be taken into account in determining planning applications for residential extensions, so far as material from a planning point of view:
 - general character of the property and the street scene;
 - extent to which the siting, size, design and materials are in keeping with the character of the property and the street scene;
 - consequential loss of sunlight, daylight, outlook or privacy;
 - consequential loss of on site car parking or potential therefore;
 - effect on any existing trees or other vegetation;
 - otherwise than above, the effect on the use and enjoyment of neighbouring properties and the general impact on visual and residential amenity; and
 - views of consultees and nearby occupiers.
2. The grant of planning permission for residential extensions may include conditions relating to, inter alia:
 - use of materials to match existing;
 - submission of details of materials;
 - tree protection measures; and
 - installation and retention of obscure glazing.

RESIDENTIAL CARE AND NURSING HOMES

1. The following will be taken into account in determining planning applications for residential care and nursing homes, so far as material from a planning point of view:
 - general nature of the locality, including the incidence and impact of intensive residential uses;
 - suitability of the property or site;
 - convenience of access to local services and transport;
 - adequacy of outdoor recreation space;
 - outlook and privacy of prospective occupants;
 - effect on nearby occupiers;
 - local highway network and traffic and parking conditions;
 - availability of adequate, safe and convenient arrangements for car parking and servicing;
 - ease of access for all sections of the community; and
 - views of consultees and nearby occupiers.

2. The grant of planning permission for residential care and nursing homes may include conditions relating to, inter alia:
 - numbers of residents;
 - soundproofing of premises;
 - provision of car parking and servicing before first use; and
 - provision of means to enable access for all.

FLAT CONVERSIONS

1. The following will be taken into account in determining planning applications for conversions to self contained flats, so far as material from a planning point of view:
 - general nature of the locality, including the incidence and impact of intensive residential uses;
 - effect on the character of the locality, especially in the case of tightly knit and homogenous areas of single family housing;
 - size and suitability of the premises;
 - outlook and privacy of prospective occupants;
 - effect on adjacent and nearby occupiers;
 - impact of any necessary fire escapes;
 - availability of adequate, safe and convenient arrangements for off-street car parking and access to flats;
 - provision for refuse storage facilities;
 - ease of access for all sections of the community to at least ground floor accommodation; and
 - views of consultees and nearby occupiers.
2. The grant of planning permission for flat conversions may include conditions relating to, inter alia:
 - soundproofing of premises;
 - car parking to be provided before first use;
 - refuse storage facilities; and
 - provision of means to enable access for all.

HOUSES IN MULTIPLE OCCUPATION

1. The following will be taken into account in determining planning applications for houses in multiple occupation (HMO's), so far as material from a planning point of view:
 - general nature of the locality, including the incidence and impact of intensive residential uses;
 - effect on the character of the locality, especially in the case of tightly knit and homogeneous areas of single family housing;
 - size and suitability of the premises;
 - outlook and privacy of prospective occupants;
 - effect on adjacent and nearby occupiers;
 - impact of any necessary fire escapes;
 - availability of adequate, safe and convenient arrangements for car parking;
 - local highway network and traffic and parking conditions;
 - provision for refuse storage facilities;
 - ease of access for all sections of the community;
 - views of consultees and nearby occupiers.

2. The grant of planning permission for HMO's may include conditions relating to, inter alia:
 - soundproofing of premises;
 - car parking to be provided before first use;
 - refuse storage facilities;
 - provision of means to enable access for all.

HOTELS, GUEST HOUSES ETC.

1. The following will be taken into account in determining planning applications for hotels, guest houses etc, so far as material from a planning point of view:
 - general nature of the locality, including the incidence and impact of intensive residential uses;
 - effect on the character of the locality especially in the case of tightly knit and homogeneous areas of single family housing;
 - size and suitability of the premises;
 - outlook and privacy of prospective occupants;
 - effect on adjacent and nearby occupiers;
 - impact of any necessary fire escapes;
 - availability of adequate, safe and convenient arrangements for car parking;
 - local highway network and traffic and parking conditions;
 - provision for refuse storage facilities;
 - ease of access for all sections of the community;
 - views of consultees and nearby occupiers.

2. The grant of planning permission for hotel, guest houses etc may include conditions relating to, inter alia:
 - restriction of use within Class C1 of the Use Classes Order;
 - soundproofing of premises;
 - car parking to be provided before first use;
 - refuse storage facilities; and
 - provision of means to enable access for all.

DAY NURSERIES

1. The following will be taken into account in determining planning applications for day nurseries, so far as material from a planning point of view:
 - general nature of the locality;
 - suitability of the property or site;
 - availability of adequate, safe and convenient arrangements for the delivery and collection of children;
 - availability of adequate, safe and convenient arrangements for staff car parking and servicing;
 - local highway network and traffic and parking conditions;
 - effect on nearby occupiers;
 - adequacy of outdoor recreation space; and
 - views of consultees and nearby occupiers.
2. The grant of planning permission for day nurseries may include conditions relating to, inter alia:
 - hours and days of operation;
 - numbers of children accommodated at any one time;
 - soundproofing of premises; and
 - provision of car parking and servicing facilities before first use.

SERVICE USES IN SHOPPING AREAS

1. The following will be taken into account in determining planning applications for service uses in shopping areas, so far as material from a planning point of view:
 - whether the site lies within a defined primary shopping frontage area of the City Centre, Gosforth High Street or Shields Road;
 - general nature of the shopping area and the number and variety of uses within it;
 - incidence and location of existing non retail uses;
 - effect on the overall viability, vitality and shopping function of the area, including the extent to which the proposal is ancillary to and supportive of the shopping function;
 - extent of the break of continuity of Class A1 uses along shopping frontages;
 - nature of the shopfront treatment proposed;
 - propensity of the use to attract visitors;
 - availability of adequate, safe and convenient arrangements for car parking and servicing;
 - prevailing market trends and conditions, the number of vacant units and the time units have been vacant;
 - extent to which the unit has been actively marketed for retail purposes and the results of such an exercise;
 - ease of access for all sections of the community;
 - effect on nearby occupiers; and
 - views of consultees and nearby occupiers.
2. The grant of planning permission for service uses in shopping areas may include conditions relating to, inter alia:
 - hours and days of operation;
 - soundproofing of premises;
 - refuse storage facilities; and
 - provision of means to enable access for all.

AMUSEMENT CENTRES

1. The following will be taken into account in determining planning applications for amusement centres, so far as material from a planning point of view:
 - general nature of the locality;
 - effect on the overall viability, vitality and shopping function of the centre or locality;
 - number and nature of the proposed amusements;
 - effect on visual amenity and the architectural or historic character of the site, particularly if in the City Centre and especially if listed and I or within a conservation area;
 - effect on nearby occupiers;
 - highway safety considerations;
 - ease of access for all sections of the community; and
 - views of consultees and nearby occupiers.

2. The grant of planning permission for amusement centres may include conditions relating to, inter alia:
 - type and number of amusements;
 - hours and days of operation;
 - soundproofing of premises;
 - installation of self closing doors;
 - prohibition of external loudspeakers;
 - manner of use of internal loudspeakers;
 - retention/provision of shop front and window display; and
 - provision of means to enable access for all.

FOOD AND DRINK PREMISES

1. The following will be taken into account in determining planning applications for food and drink premises, so far as material from a planning point of view:
 - general nature of the locality;
 - effect on nearby occupiers;
 - effect on the overall viability, vitality and shopping function of the centre or locality;
 - availability of adequate, safe and convenient arrangements for car parking and servicing;
 - efficacy and visual impact of fume extract facilities;
 - adequacy of refuse storage facilities;
 - ease of access for all sections of the community; and
 - views of consultees and nearby occupiers.

2. The grant of planning permission for food and drink premises may include conditions relating to, inter alia:
 - hours and days of operation;
 - soundproofing of premises;
 - fume extract facilities;
 - sealing of premises against transmission of odours;
 - refuse storage facilities;
 - restriction of hot food take away use;
 - restriction of home delivery services; and
 - provision of means to enable access for all.

TAXI OFFICES

1. The following will be taken into account in determining planning applications for taxi offices, so far as material from a planning point of view:
 - general nature of the locality;
 - effect on nearby occupiers;
 - availability of adequate, safe and convenient car parking under the direct control of the operator;
 - local highway network and traffic and parking conditions;
 - provision of internal waiting and toilet facilities; and
 - views of consultees and nearby occupiers.

2. The grant of planning permission for taxi offices may include conditions relating to, inter alia:
 - use for a temporary period only, either as a trial of the use or in reflection of incomplete control over car parking;
 - hours of operation;
 - numbers of vehicles operated at any one time;
 - soundproofing of premises;
 - prevention of vehicle repair or maintenance;
 - provision of toilet facilities; and
 - provision of car parking before first use.

SHOP FRONTS AND RELATED SIGNAGE

1. The following will be taken into account in determining planning applications for shop fronts and related signage, so far as material from a planning point of view. The same will apply to non retail premises where the frontage treatment is of the nature of a shop front.
 - general nature and character of the locality;
 - design features of the property in question, adjacent and nearby properties and any existing or original shop front detailing, especially where listed or within a conservation area;
 - extent to which the site requires and the proposal contains the traditional structural elements of stallriser, pilasters and fascia, or other shopfront components, in appropriate proportion, materials and detailing;
 - height, size, position, proportion, projection, detail, colour and illumination of any related signage, which should normally be located at fascia level;
 - design, location and appearance of any shopfront security measures, canopies or awnings;
 - ease of access for all sections of the community;
 - otherwise than above, the effect on the appearance of the property and the street scene; and
 - views of consultees and nearby occupiers.
2. The grant of planning permission for shop fronts and related signage may include conditions relating to, inter alia:
 - submission of details of materials; and
 - provision of means to enable access for all.

CANOPIES, AWNINGS ETC.

1. The following will be taken into account in determining planning applications for canopies, awnings etc, so far as material from a planning point of view:
 - general nature and character of the locality;
 - design features of the building in question, adjacent and nearby properties and any existing or original shop front detailing, especially were listed or within a conservation area;
 - general effect of the proposal on the appearance of the building and street scene;
 - extent to which the proposal reflects principal design features of the building such as door and window openings;
 - extent to which the proposal impacts on shop front details such as pilasters and fascia, especially in the case of retractable canopies or awnings;
 - nature of the materials proposed to be used;
 - the height and projection of the proposal, no part of which should normally be less than 2.4m high nor less than 1.0m from any kerb, in the interests of pedestrian and highway safety; and
 - views of consultees and nearby occupiers.
2. The grant of planning permission for canopies, awnings etc may include conditions relating to, inter alia:
 - use of materials; and colour treatment.

SECURITY SHUTTERS AND GRILLES

1. The following will be taken into account in determining planning applications for security shutters and grilles, so far as material from a planning point of view:
 - external shutters or grilles will not normally be permitted on listed buildings and within conservation areas except where there is no significant harm caused to the appearance or character of the building or street scene;
 - solid shutters will not normally be permitted except where there is no significant harm caused to the appearance or character of the building or street scene;
 - where external shutters or grilles are acceptable, they should normally have a colour coated finish applied before installation;
 - where external shutters or grilles are acceptable, any box housings, runners, retainers or fixings should normally be located within the reveal and/or fascia, as appropriate;
 - where external shutters or grilles are acceptable, they should normally relate to door and window openings and avoid obscuration of other areas or details such as stall risers, pilasters or fascias; and
 - views of consultees and nearby occupiers.
2. The grant of planning permission for security shutters and grilles may include conditions relating to, inter alia:
 - colour coating; and restriction of use during opening hours.

PETROL FILLING STATIONS

1. The following will be taken into account in determining planning applications for petrol filling stations, so far as material from a planning point of view:
 - general nature of the locality;
 - effect on the character and appearance of the street scene;
 - local highway network and traffic and parking conditions;
 - adequacy of access, circulation, servicing, parking and exit arrangements;
 - pedestrian flows and pedestrian safety;
 - location and impact of any car wash facilities;
 - effect on nearby occupiers;
 - ease of access for all sections of the community; and
 - views of consultees and nearby occupiers.

2. The grant of planning permission for petrol filling stations may include conditions relating to, inter alia:
 - time limitations on petrol deliveries;
 - hours of operation of all or parts of the development;
 - sound attenuation measures;
 - provision of means to enable access for all; and
 - landscaping and surface treatment.

CRIME PREVENTION

1. The following will be taken into account, as appropriate, in assessing the crime prevention implications of development requiring planning permission, so far as material from a planning point of view:
 - opportunities for natural surveillance of buildings and spaces;
 - provision of defensible space;
 - clarity of definition between public and private space;
 - adequacy of lighting arrangements;
 - routing of footpaths;
 - impact of detailed landscaping proposals;
 - otherwise than above, the effect on pedestrian safety;
 - design and visual impact of boundary treatment;
 - extent to which the crime preventive measures are in keeping with the character of development and the locality;
 - degree to which the crime prevention measures are proportionate to the crime risk associated with the development and the locality; and
 - views of the Crime Prevention Officer, the Police Architectural Liaison Officer, other consultees and nearby occupiers.
2. The grant of planning permission may include conditions relating to crime prevention e.g.:
 - details of landscaping;
 - details of boundary treatment; and
 - details of lighting.

SPACING STANDARDS FOR RESIDENTIAL DEVELOPMENTS

1. The spacing standards contained in this statement will be taken into account in determining planning applications for residential development, so far as material from a planning point of view. For the avoidance of doubt, the standards relate to new housing developments, residential care and nursing homes, flat conversions, houses in multiple occupation and hotels.
2. The spacing standards are intended to achieve basic minimum distances, but their application will take into account, inter alia:
 - the extent to which space, light, outlook and privacy are achieved through bespoke or innovative design and use of site characteristics and landscaping;
 - the spaciousness and character of existing neighbourhoods, which should normally be reflected in the design of new development; and
 - the need to achieve conservation objectives in historic parts of the City and in relation to listed buildings.

STANDARD S1 - HABITABLE ROOM FACING HABITABLE ROOM

3. Purpose: to ensure adequate distance between elevations with habitable rooms in order to protect privacy, outlook and light, and achieve reasonable spacing between buildings in relation to their height.

S1(a)

1 or 2-storeys parallel, or at an angle less than 90°

no building shall fall within a 90° arc 21 metres radius from the centre line of any window

S1(b)

where either building is 3-storeys or upwards, otherwise as (a)

as (a) but add 7 m to the radius of the arc for each additional storey e.g.
3-storeys - 28 metres
4-storeys - 35 metres

S1(c)

buildings at 90° or more to each other, any number of storeys

buildings are exempt from the arc, to allow the formation of courtyards

Guidance note on standard S1

4. In the interest of creating larger and more useful rear gardens and to allow for extensions, developers should seek to exceed this standard between rear elevations. Accommodation within a normal pitched roof will not be treated as an additional storey, provided that the windows or other features do not infringe the amenities of any other property through, for example, overlooking or loss of light. Carefully located windows in the roof plane may be a satisfactory solution. Where habitable rooms are facing non residential buildings, these should be treated in the same way as dwellings, taking into account the number of storeys.

STANDARD S2 - HABITABLE ROOM FACING SIDE ELEVATIONS WITH NO HABITABLE ROOMS

5. Purpose: to secure adequate distance between elevations with habitable rooms and end elevations, where there is not a risk to privacy, but a need to protect light and outlook, and achieve reasonable spacing between buildings in relation to their height. This standard will also help to avoid close overlooking of rear gardens from the side.

S2(a)

1 or 2 storeys, parallel, or at an angle less than 90°:

the end elevation shall not fall within a 90° arc of 12.5 metres radius from the centre line of any window

S2(b)

where either building is 3 storeys or upwards, otherwise as (a)

as (a) but add 2.5 metres for each additional storey e.g.:
3 storeys - 15 metres
4 storeys - 17.5 metres

S2(c)

buildings at 90° or more to each other, any number of storeys

buildings are exempt from the arc, to allow the formation of courtyards

Guidance note on standard S2

6. Where two end elevations with non-habitable rooms are facing each other, e.g. gables in a row of one/two storey houses side by side, then spacing should not normally be less than two metres, i.e. the combined width of two 1-metre minimum side passages. Where there are landing windows, it is preferable for internal lighting to staircases to arrange the houses so that spacing is increased by placing garages on the end elevations. Accommodation within a normal pitched roof will be excluded as an additional storey, provided it meets the conditions in the notes to standard S1, and does not have any gable wall windows.

STANDARD S3 - DISTANCE OF DWELLINGS FROM THE SITE BOUNDARY

7. Purpose: to ensure a reasonable margin or buffer space between proposed dwellings and adjoining land not containing buildings close enough to bring standards S1 or S2 into operation, in order:
- to avoid any conflict between the proposed housing and the existing adjoining use or development, e.g. overlooking or overbearing development, loss of privacy; and/or
 - to avoid the proposed housing prejudicing any possible future use or development on the adjoining land, and vice versa.

S3(a)

Elevations with habitable rooms, 1 or 2 storeys

the distance from the boundary shall be not less than 10.5 metres

S3(b)

Elevations with habitable rooms, 3-storeys or upwards

add 5.25 metres for each storey e.g.
3-storey 15.75 metres
4-storey 21.00 metres

S3(c)

End/side elevations with non-habitable rooms, 1 or 2 storeys

the distance from the boundary shall be not less than 6.25 metres

S3(d)

End/Side elevations with non-habitable rooms, 3 storeys or upwards

add 3.12 metres for each additional storey (e.g. rounded)
3-storey 9.4 metres
4-storey 12.5 metres

Guidance note for standard S3

8. This standard is based on 50% of the spacing between 2-storey buildings in standards S1 and S2, and 50% of this figure for each additional storey. It is unlikely to be applicable where the site boundary is the local access road, since this will in most cases provide adequate clear spacing. This standard may be relaxed on sites adjoining public open space, landscaped areas, or similar land certain of remaining open, where this would secure an improved standard of design, and there are no other planning objections. Where development is proposed adjoining houses which have enjoyed a long period of open outlook then the City Council will seek above-standard spacing to compensate for this loss.

STANDARD S4 - ALLOWANCE FOR DIFFERENCES IN LEVEL BETWEEN BUILDINGS

9. Purpose: to allow for the effects of ground levels in increasing the effective height of some buildings relative to others, where this would reduce the effectiveness of any of the standards in safeguarding space, light, outlook or privacy.

S4

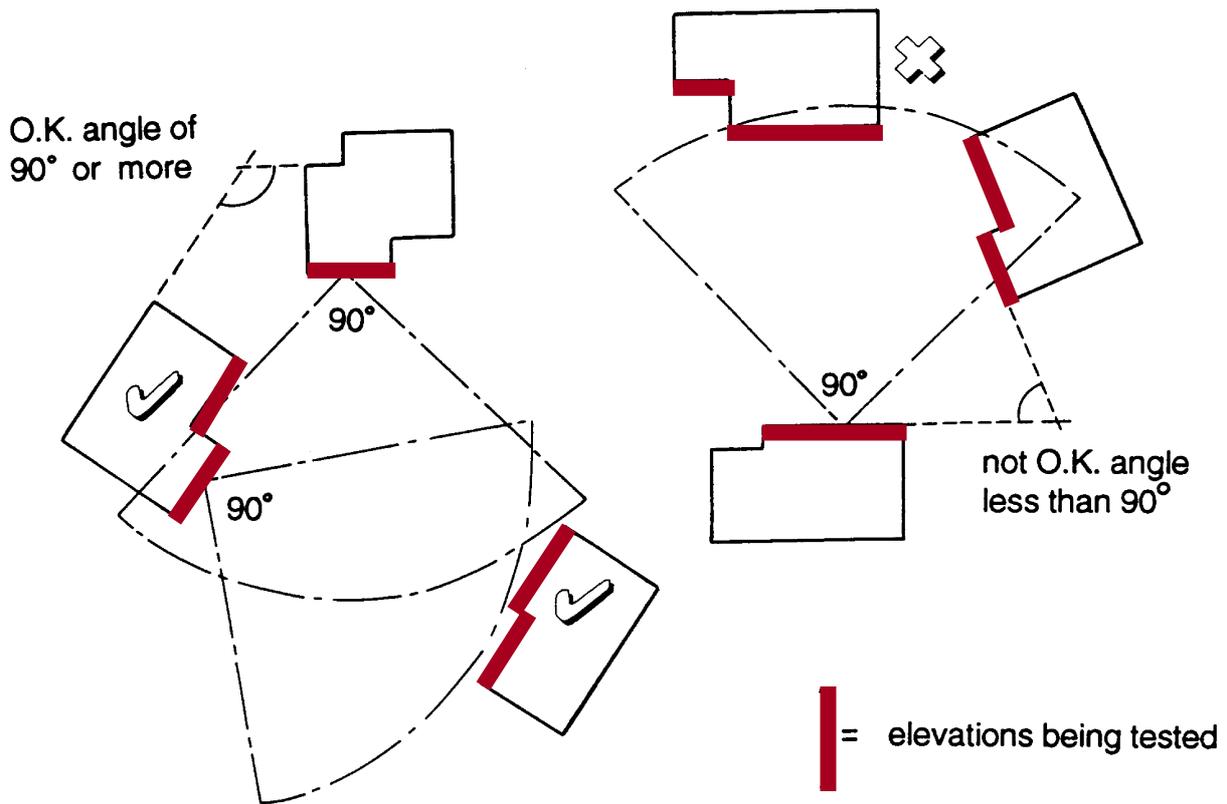
All cases where standards S1 - S3 are applied

add two metres to the radius I distance spacing for each 2.5 metres difference in level

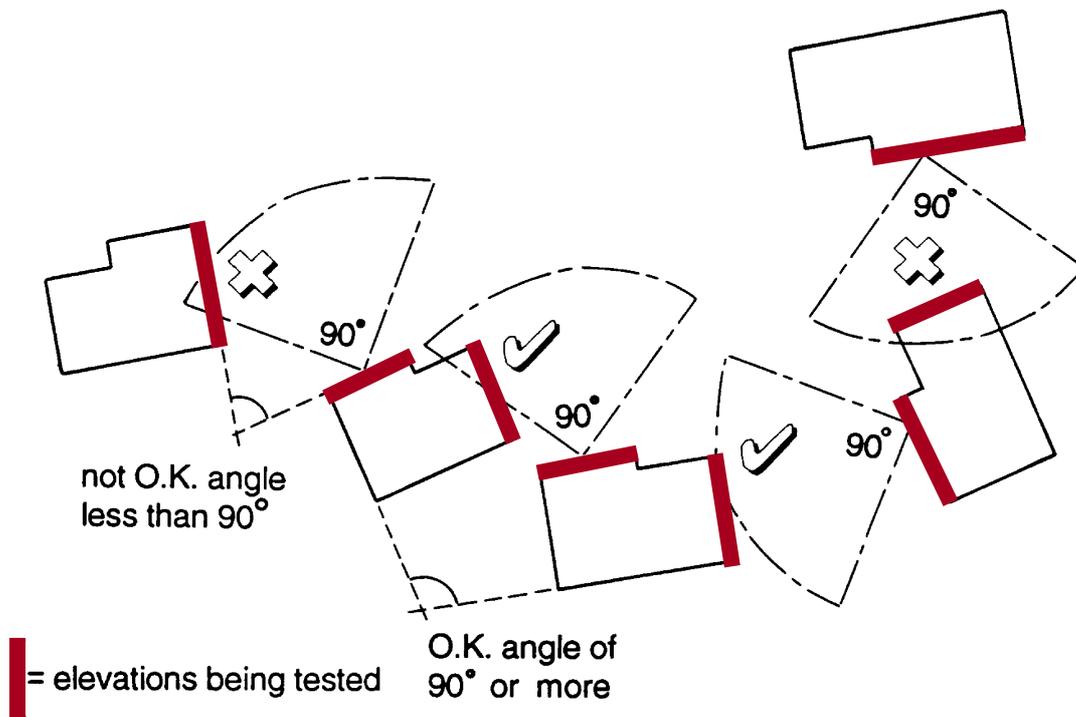
GENERAL NOTE AND DEFINITION OF TERMS

10. The standards are not a rigid prescription for layout design and need to be applied sensitively and sensibly to the particular site and layout. Any anomalies or problems should be discussed with the area development control officer.
11. Definitions of terms used in the standards are as follows:
- window - the main window of any room, or any secondary window with normal sill height i.e. windows giving outlook and light. Roof or high level windows may give light without infringing privacy and are not taken into account here;
 - habitable room - living, dining, kitchen, bedroom study, games rooms, nurseries etc;
 - non-habitable room - bathroom, toilet, hall, landing, cloakroom, utility, elevation with no windows; and
 - elevations with habitable rooms - in this context this assumes that these elevations contain windows to these rooms, as defined above.

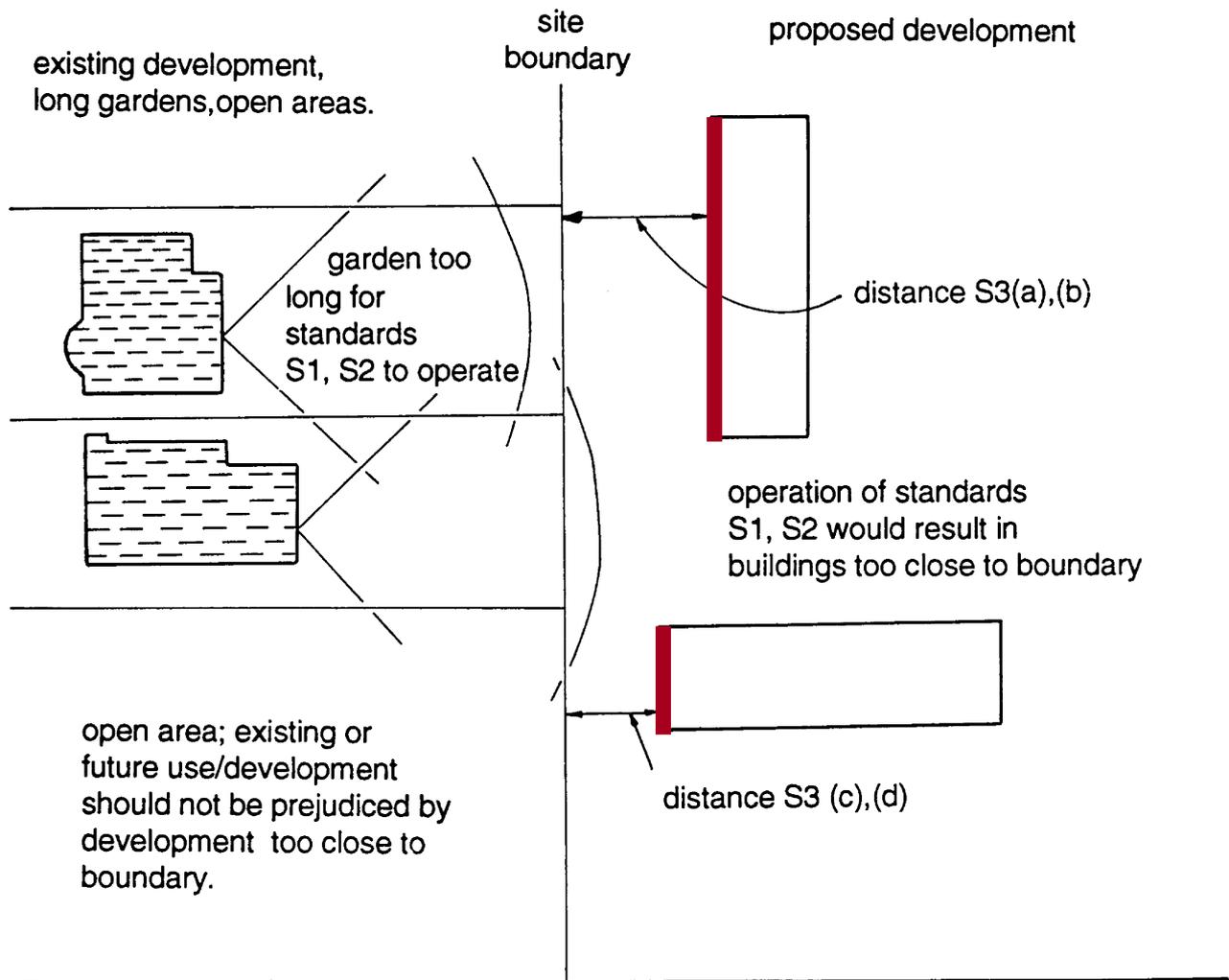
Standard S1



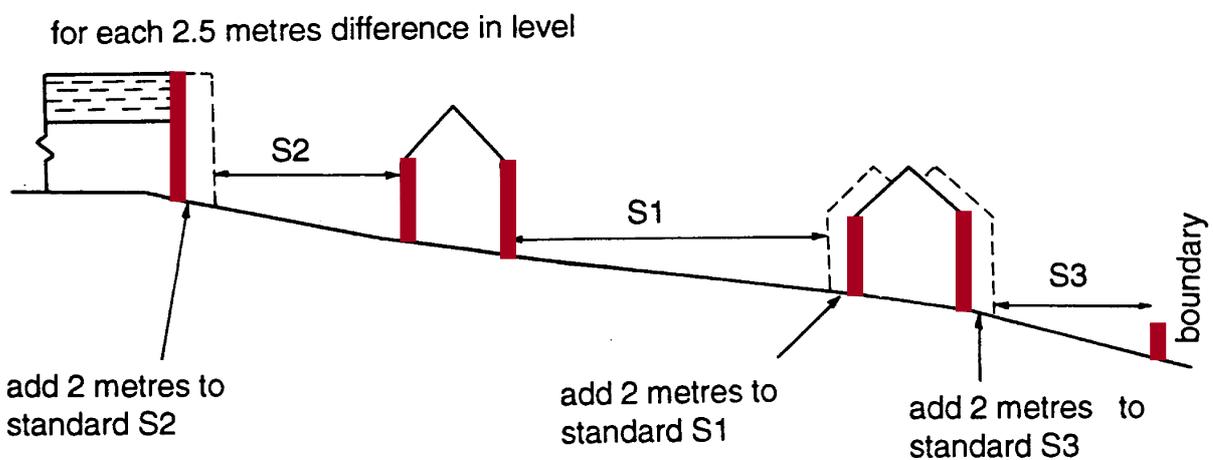
Standard S2



Standard S3



Standard S4



PROVISION FOR CHILDREN'S PLAY IN RESIDENTIAL DEVELOPMENT

1. The children's play space standards described in the attached schedule will be used to calculate the amount and type of play space which should normally be provided in residential developments requiring planning permission
2. The standards will be applied taking into account, inter alia:
 - general nature of the locality;
 - nature of the housing proposed, including density, number and type of units;
 - amount, quality and accessibility of existing play facilities in the locality;
 - developer proposals for off site play provision; and
 - developer proposals for aggregation of play provision.
3. In developments of less than 50 dwellings, the provision of informal space to the basic play space standard will normally adequately meet the total play requirements.
4. Where it is proposed to make off site play provision, developers may be required to enter into a legal agreement to ensure the provision is made.
5. The following will be taken into account in determining the acceptability of proposed informal and formal play areas:
 - total area provided and the size, shape and distribution of individual spaces;
 - division between informal and formal space;
 - division of formal space between younger and older children;
 - accessibility, safety, comfort, security and other site specific aspects of individual spaces; and
 - proximity to dwellings and the amenity of existing and prospective occupiers.
6. The following will be taken into account in determining the acceptability of formal play areas:
 - layout, means of enclosure and landscaping;
 - ease of access for all sections of the community;
 - seating arrangements;
 - the equipment proposed;
 - safety surfacing; and
 - arrangements for inspection and maintenance.
7. The grant of planning permission for residential development may include conditions relating to, inter alia:
 - submission of details of play areas; and
 - implementation of play areas and facilities before first occupation of specified dwellings.

SCHEDULE OF PLAY SPACE STANDARDS

The following standards are based on National Playing Fields Association guidance.

1. Basic play space standard

The basic standard for play space provision on new housing schemes is 15 sq. metres for each dwelling containing one or more child bedspaces, i.e. two or more bedrooms.

2. Division into formal and informal space

Two types of play space should be provided for within housing areas; informal or casual play not requiring equipment and formal play requiring equipment, as follows:

- casual or informal play space two thirds, 10m² per dwelling
- formal play space one third, 5m² per dwelling

3. Division of formal space between younger and older children

Younger children's play areas are relatively compact, while older children require more space because of their obviously greater mobility. The division of formal play space will therefore be:

- younger children one quarter
- older children three quarters

4. Size of formal play areas

Where calculations result in areas which are too small to be usable, then the space should be redistributed or rounded up to create reasonable sizes. Minimum sizes for formal play areas should be:

- younger children 100 m²
- older children 500 m²

LANDSCAPING

1. Hard and soft landscaping details will be required showing the treatment of unbuilt parts of a development site, for most planning applications other than minor domestic extensions or changes of use.
2. Developers are encouraged to submit full landscaping details alongside details of layout and design as part of the main planning application. In certain circumstances, the City Council will require full landscape details before accepting an application as valid.
3. Applicants will be expected to show a high standard of landscape design, producing a scheme which is sympathetic and complementary to the development and its surroundings.
4. The following will be taken into account when assessing the adequacy of the landscaping proposals:
 - existing and proposed levels;
 - number and location of existing trees, shrubs or hedgerows (including rooting zones);
 - existence of a Tree Preservation Order and/or Conservation Area Status;
 - proximity of trees to existing and proposed buildings and services;
 - shading effect of trees;
 - materials and detailing of hard landscape features;
 - planting specification, including species, number, size and density;
 - needs of disabled people;
 - need to reduce the risk of crime; and
 - maintenance of new planting and arrangements for long term management of the landscaping.
5. The grant of planning permission, where landscaping forms part of the development, may include conditions relating to the following:
 - submission of landscape details prior to the commencement of construction works;
 - submission of landscape details to accompany a detailed planning application;
 - samples of materials;
 - retention of existing trees;
 - provision of replacement trees;
 - notification of date(s) for felling and/or pruning trees;
 - provision of details of tree pruning works;
 - protection measures for trees, shrubs and hedgerow to be retained on site including prohibition of operations likely to damage the roots;
 - maintenance of the landscaping to the satisfaction of the Local Planning Authority for a period of up to 5 years following practical completion;

- replacement of any trees, shrubs or grassed areas which fail to establish satisfactorily;
- completion of landscaping works not later than the first planting season following completion of building works; and
- notification of date of commencement of landscaping works and date of practical completion.

MINERAL EXTRACTION

1. Where proposals are consistent with Policy MIN1 the following will be taken into account in determining planning applications for mineral extraction, so far as material from a planning point of view:
 - general nature of the locality;
 - proximity of the site to residential and other sensitive development. (As a general rule the boundary of the extraction area should normally be a minimum of 250 metres from any group of five or more houses in the case of opencast coal sites and 300 metres for other extractive processes);
 - phasing of extraction and progressive restoration of the site to a beneficial after use;
 - operation of the site, including production, hours of operation, location and type of plant and machinery;
 - stripping and storage of soils, overburden and other materials;
 - impact of noise and dust emissions and blasting on the environment;
 - control of lorry routes;
 - drainage and other anti-pollution measures;
 - impact of the development or features of archaeological interest, the ecology of the site and surrounding area, the landscape and public rights of way;
 - restoration of the site including soil management and reinstatement, site drainage, boundary treatment, new and replacement planting including hedging, tree planting and provision of woodlands, nature conservation and recreational opportunities, including the provision of new public rights of way;
 - after care of the site, including the provision of management and maintenance plans;
 - views of consultees and nearby occupiers; and
 - impact on agricultural land and particularly on best and most versatile land.
2. Agreements under Section 106 Town and Country Planning Act 1990 may be required in the following circumstances:
 - to control lorry routes for both inward and outward journeys;
 - to ensure the long term management and maintenance of woodlands, nature conservation areas and recreational and community facilities. A minimum of 15 years total after care will usually be considered appropriate;
 - to control piecemeal working of sites; and
 - to facilitate works outside the application boundary which are directly related to the application and without which it would be refused.
3. The City Council will encourage applicants to submit Environmental Statements under the provisions of the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988.

4. The grant of planning permission for mineral extraction may include conditions relating to, inter alia:
- timing of commencement and completion of extraction and restoration;
 - hours of operation;
 - control of noise and dust emissions;
 - blasting;
 - drainage and anti pollution measures;
 - stripping, storage and replacement of soils;
 - location and removal of buildings, plant and machinery;
 - restoration and aftercare; and
 - planting including management and maintenance.

WASTE DISPOSAL AND WASTE HANDLING FACILITIES

1. The following will be taken into account in determining planning applications for waste disposal and waste handling facilities, so far as material from a planning point of view:
 - general nature of the locality;
 - existing agricultural land quality;
 - proximity of the site to residential properties and other sensitive developments including recreation areas, areas of landscape value and public highways;
 - operation of the site, including hours of operation, location and type of plant and machinery;
 - drainage and other anti-pollution measures;
 - screening of the site, including boundary treatment and landscaping;
 - impact of noise, dust and other emissions;
 - control of lorry routes;
 - impact of the development on features of archaeological interest, the ecology of the site and surrounding areas, the landscape and public rights of way; and
 - views of consultees and nearby occupiers.
2. Scrapyards and other reprocessing facilities (including composting) should normally be located within existing general industrial areas. All processing, including vehicle dismantling should normally take place within a building.
3. Planning permission will not normally be granted for incinerators where housing or development which attracts the public lies within 500 metres of the incinerator stack in the lee of the prevailing wind(s).
4. In considering applications for landfill or land raising operations, the following will also be taken into account:
 - impact on productive agricultural land and particularly on the best and most versatile land;
 - shipping and storage of soils and other materials;
 - bird control measures;
 - site screening during operations;
 - restoration of the site including soil management and reinstatement, site drainage, boundary treatment, new and replacement planting including hedging, tree planting and provision of woodlands, nature conservation and recreational opportunities including the provision of new public rights of way;
 - after-care of the site, including the provision of management and maintenance plans and;
 - visual impact of all surface equipment including that required for the control of landfill gas.

5. Agreements under Section 106 Town and Country Planning 1990 may be required in the following circumstances:
 - to control lorry routes for both inward and outward journeys;
 - to provide a 5 year after-care regime where land is to be restored to agriculture and to ensure the long term management and maintenance of woodlands, nature conservation areas and recreational and community facilities. A minimum of 10 years after-care may be required depending on the size, nature and duration of the scheme; and
 - to facilitate other works outside the application boundary which are directly related to the application and without which it would be refused.
6. Applications for incinerators, landfill and land raising operations should normally be accompanied by an Environmental Statement under the provisions of the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988. Other Applications for large or obtrusive waste disposal and waste handling facilities may also require an Environmental Statement.
7. The grant of planning permission for waste disposal and waste handling facilities may include conditions relating to, inter alia:
 - hours of operations;
 - noise and dust emissions;
 - drainage and anti-pollution measures;
 - location of buildings, plant and machinery;
 - site screening, boundary treatment and landscaping;
 - outdoor storage; and
 - car parking and servicing facilities.

Landfill and land raising operations may also have conditions relating to, inter alia:

- timing of commencement and completion of operations and restoration;
- stripping, storage and replacement of soils and other materials;
- restoration and after-care; and
- planting including management and maintenance.

NOISE AND VIBRATION

1. In determining applications for planning permission for new proposals for residential development which may be exposed to existing sources of noise and/or vibration the City Council will have regard to the following:

Noise Exposure Categories:**NEC**

- A. Noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as a desirable level.
- B. Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise.
- C. Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise.
- D. Planning permission should normally be refused.

The recommended Noise Exposure Categories for new dwellings near existing noise sources are as follows:

NOISE LEVELS CORRESPONDING TO THE NOISE EXPOSURE CATEGORIES FOR NEW DWELLINGS

- ^L AeqT ^{dB}

NOISE EXPOSURE CATEGORY

NOISE SOURCE	A	B	C	D
Road Traffic				
07.00-23.00	<55	55-63	63-72	>72
23.00-07.00	<45	45-57	57-66	>66
Rail Traffic				
07.00-23.00	<55	55-66	66-74	>74
23.00-7.00	<45	45-59	59-66	>66
Air Traffic				
07.00-23.00	<57	57-66	66-72	>72
23.00-07.00	<48	48-57	57-66	
Mixed Sources				
07.00-23.00	<55	55-63	63-72	>72
23.00-07.00	<45	45-57	57-66	>66

2. Noise levels up to 3dB(A) in excess of the above up to a maximum of 75dB(A) may be permitted in exceptional circumstances between the hours of 07.00-23.00 in the following locations, where the site is effected by noise from road traffic or mixed sources.
- i) The City Centre as defined on the UDP Proposals Map City Centre Insert; and
 - ii) Sites fronting the following principal roads;
 - Shields Road
 - Barrack Road

- Westgate Road
- West Road (to its junction with the A1 Western Bypass)
- Gosforth High Street
- Jesmond Road (between Osborne Road and Osborne Avenue)

provided that sound insulation can be provided in accordance with BS8233: 1987.

3. In determining applications for planning permissions for new proposals for noise sensitive development other than residential, the City Council will have regard to internal noise standards appropriate to the activities within the building.
4. Map 2 shows those areas which may be adversely affected by aircraft noise. Any applications for noise sensitive development within those areas must be accompanied by a noise survey. If noise attenuation is necessary developers may be required to submit full details with the application.
5. The City Council will also take into account so far as is material from a planning point of view:
 - the general nature of the locality; and
 - the source, level duration and nature of the noise.
6. The City Council will not normally grant planning permission for new development proposals which are likely to be generators of noise and/or vibration where:
 - new development is likely to generate levels of noise where it either increases the existing background noise level by more than 5 dBA; or
 - cause the background level in the vicinity of noise sensitive properties to increase such that the noise exposure category of that vicinity is changed.
7. In all circumstances the City Council will take the following into account:
 - the effectiveness of attenuation measures which can be provided to mitigate the levels of noise and/or vibration:
 - reduction of noise at source by, inter alia, improving the sound insulation of sensitive buildings;
 - layout and design; and
 - administrative measures e.g. limiting operating time of noise sources, restricting activities on the site.
8. Where either existing development causing noise or vibration might result in harm to proposed noise or vibration sensitive development, or where proposed development might generate potentially unacceptable levels of noise or vibration, applicants will be required to provide an assessment of the likely impact and of the measures proposed to mitigate the impact.
9. Agreements under Section 106 Town and Country Planning Act 1980 may be required to ensure effective long term monitoring and compliance with planning conditions which may be imposed.
10. The grant of planning permission may include conditions to control and/or monitor noise relating to, inter alia;
 - Implementation of approved sound attenuating measures before noise sensitive development is occupied;

- the provision of acoustic glazing together with mechanical ventilation and other similar measures;
- conditions restricting the use of development to control noise generating activities;
- restricting the use of buildings within Classes of the Town and Country Planning (Use Classes) Order 1987;
- restrictions on the noise emitted from noise generating developments;
- restrictions on plant and machinery; and
- specifying maximum noise levels at site boundaries.

PARKING STANDARDS FOR CARS AND CYCLES

1. In ascertaining the number of parking spaces to be provided for development requiring planning permission, including proposals for material changes of use, the following matters, including the parking standards set out in the Schedule, will be taken into account.
2. The standards will be applied taking into account, inter alia:
 - location and nature of the development concerned;
 - availability of public car parking;
 - availability of public transport;
 - car ownership characteristics;
 - desirability of bringing premises into use; and
 - the provision of car parking by the developer on an acceptable site elsewhere in the locality.
3. Where it is impracticable to make satisfactory car parking provision on site, the developer may be required to enter into a legal agreement to ensure provision at a site elsewhere in the locality. This may involve the payment of a commuted sum as a contribution towards the cost of providing car parking.
4. Car parking bays should normally measure 5.0m x 2.5m. Minor variations may be acceptable, depending on the individual circumstances of the case.
5. Car parking bays for people with disabilities should normally measure 5.0 m x 3.6 m, to enable a transfer area to one side, be clearly marked with the standard symbol, and be conveniently located in relation to the main entrance to the development.
6. The width of aisles separating car parking bays at right angles to the traffic flow should normally be no less than 6m.
7. The arrangement of parking bays in chevron fashion at an angle to a one-way aisle may permit the aisle width to be reduced.
8. The length of aisles should not normally exceed 30m in order to discourage speeding and reduce the risk of accidents.

CAR PARKING STANDARDS

Note:

1. All standards are MINIMA and a higher level of provision may be necessary depending on the development proposed and its location.
2. The standards do not include space for servicing, for which extra provision should be made.
3. The standards will be applied to mixed developments on a pro rata basis.
4. Defined Town Centres, for the purpose of car parking standards, are the City Centre, Gosforth High Street and Shields Road shopping areas as shown on Plans DCPS 23/1,2 and 3 respectively.

DEFINED TOWN CENTRES	AT ALL OTHER LOCATIONS
<p>Class A1 shops none</p>	<p>a. up to 1,000 m² : 1 per 50 m² b. next 1,000 m² : 1 per 10 m² c. next 2,000 m² : 1 per 20 m² d. next 10,000 m² : 1 per 10 m² e. Thereafter 1 per 30 m²</p> <p><i>N.B. Areas refer to gross floor area</i></p>
<p>Class A2 financial and professional Services 1 per 200 m² gross floor area or to cater for proven operational needs.</p>	<p>1 per 50 m² gross floor area</p>
<p>Class A3 food and drink 1 per resident staff 1 for manager if not resident</p>	<p>(i) 1 per 10 m² or 1 per 8 seats (up to 300 seats, 1 per 20 seats thereafter) (ii) 1 per 5 m² or 1 per 4 seats (up to 300 seats, 1 per 10 seats thereafter) outside main built up areas.</p>
<p>Class B1 business 1 per 200 m² gross floor area or to cater for proven operational needs.</p>	<p>(i) 1 per 50 m² gross floor area (ii) 1 per 20 m² gross floor area in business parks or isolated developments</p>
<p>Class B2 general industrial* 1 per 200 m² gross floor area*</p>	<p>1 per 50 m² gross floor area*</p>

* Vehicle servicing and similar uses to be determined on an individual basis.

DEFINED TOWN CENTRES	AT ALL OTHER LOCATIONS
Class B8 storage or distribution 1 per 200 m ² gross floor area or to cater for proven operational needs .	1 per 50 m ² for first 200 m ² of individual unit then 1 per 200 m ² gross floor area.
CLASS C1 hotels, etc. 1 per bedroom 1 per manager	1 per bedroom 1 per resident staff 1 per 5 m ² conference / function area 1 per remaining 10 m ² gross floor area
Class C2 residential institutions 4 per development - (minimum 5) 1 per 10 bedspaces 1 per resident staff	4 per development - (minimum 5) 1 per 10 bedspaces 1 per resident staff 1 per 2 non resident staff
Class C3 dwelling houses (a) Housing for Sale 1 per dwelling	1 per dwelling for residents 1 per 3 dwelling for visitors
(b) social housing* 1 per 2 dwellings	1 per 2 dwellings
(c) retirement homes 1 per 2 dwellings for residents 1 per 6 dwellings for visitors	1 per 2 dwellings for residents 1 per 6 dwellings for visitors
(d) Sheltered Housing** 1 per 3 units 1 per unit of wardens accommodation	1 per 3 units 1 per unit of wardens accommodation
(e) student housing 2 per development for disabled/ essential users 2 per development for visitors 1 per unit of wardens accommodation 1 for each 20 bed spaces over 40 bed spaces	1 per 5 bed space 1 per unit of wardens accommodation (minimum 4 spaces)

* *Social housing is defined as any housing for rent to low income families/persons and is likely to include all council housing developments, most housing association developments and certain other targeted developments. It will NOT include housing development for sale.*

** *Sheltered housing is defined as Category II accommodation and comprises a building containing self contained units with communal facilities and warden supervision.*

DEFINED TOWN CENTRES	AT ALL OTHER LOCATIONS
<p>CLASS D1 non-residential institutions</p> <p>(a) Medical or health service facilities 1 per practitioner</p>	<p>1 per consulting room for practitioners 3 per consulting room for other staff and patients.</p>
<p>(b) Creche, day nursery or day centre 1 per member of staff</p> <p>Picking up/setting down area within the curtilage to be agreed with the City Council.</p>	<p>1 per member of staff</p> <p>Picking up/setting down area within the curtilage to be agreed with the City Council.</p>
<p>(c) School & other educational establishments 1 per member of staff 1 per 10 students Picking up/setting down area within the curtilage to be agreed with the City Council.</p>	<p>1 per member of staff 1 per 5 students Picking up/setting down area within the curtilage to be agreed with the City Council.</p>
<p>(d) Development for the display (not sale or hire) of works of art To be determined on an individual basis</p>	<p>1 per member of staff 1 per 50 m² of public floor area</p>
<p>(e) Museums To be determined on an individual basis</p>	<p>1 per member of staff 1 per 50 m² of public floor area</p>
<p>(f) Public library or reading room To be determined on an individual basis</p>	<p>1 per member of staff 1 per 50 m² of public floor area</p>
<p>(g) Public or exhibition hall including To be determined on an individual basis</p>	<p>1 per member of staff 1 per 10 m² of public floor area</p>
<p>(h) Places of public worship or religious instruction 1 per 5 seats or 1 per 10 m²</p>	<p>1 per 5 seats or 1 per 10 m²</p>

DEFINED TOWN CENTRES	AT ALL OTHER LOCATIONS
CLASS D2 assembly and leisure To be determined on an individual basis coach parking requirements to be agreed.	1 per member of staff 1 per 3 seats or 1 per 5 m ² public floor area
Developments excluded from the use class order (a) for a taxi business or business for the hire of motor vehicles 1 per licensed hire vehicle/vehicle for hire	1 per licensed hire vehicle/vehicle for hire
(b) all other developments To be determined on an individual basis	To be determined on an individual basis

DISABLED PARKING PROVISION

Note:

This provision is not additional to the car parking standards but is the proportion of spaces in each development to be allocated for the disabled.

ALL LOCATIONS	
Shops and buildings to which the public have access	
Up to 25 parking spaces	- 1 disabled spaces
Up to 50 parking spaces	- 2 disabled spaces
Up to 100 parking spaces	- 5 disabled spaces
Thereafter 3 per 100 spaces or part thereof	
Places of employment not normally visited by public	
Up to 100 parking spaces	- 1 disabled / 25 parking spaces
Thereafter 1 per 100 spaces or part thereof	

CYCLE PARKING STANDARDS

Note:

- All standards are MINIMA.
- With the exception of short stay parking, provision for cyclists should if possible be secure and within a building.
- A 'Sheffield' style rack provides for two cycles. Alternatives will be considered, but must offer at least equivalent capacity, robustness and degree of protection to users. Details of construction and installation of 'Sheffield' Style racks are available from the City Council.

ALL LOCATIONS	
Retail / office / public buildings	
1 'Sheffield' style rack per 1000 m ² or part thereof	
Student housing/educational establishments	
1 'Sheffield' style rack per 8 students	
All other developments	
To be determined on an individual basis	

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