Kenton Bank Foot
MASTERPLAN AND DESIGN CODE

MAY 2016

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KENTON BANK FOOT

NEIGHBOURHOOD GROWTH AREA

MASTERPLANNING DOCUMENT

MAY 2016
Preface

IDPartnership have been commissioned to produce this Masterplan Document for the Neighbourhood Growth Area at Kenton Bank Foot and Kingston Park, outlined in the Newcastle City Council’s Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2010-2030. In particular it is a response to Policies CS3 and NN2 which relate specifically to Kingston Park and Kenton Bank Foot and stated requirements for the design of the development.

The Masterplan Document includes the Urban Design analysis of the surrounding area, supplementary to the analysis supplied by Newcastle City Council, to inform and create the design philosophy and principles for the Masterplan itself. The Masterplan is reinforced by a Design Code to ensure the same philosophy and principles are adhered to throughout development to create a cohesive development whilst allowing for varying characters and styles.

The Client

The masterplan has been developed on behalf of and in conjunction with three main stakeholders of the proposed masterplan, these are:

- Taylor Wimpey UK Limited
- Cussins (North-East) Ltd.
- Avant Homes

The Consultant Team

The clients have assembled a team of consultants to advise on the various elements of the masterplan:

- Planning - Barton Willmore
- Urban Design and Masterplanning - IDPartnership
- Landscaping - Southern Green
- Ecology - E3 Ecology
- Transport - WYG
- Drainage and flood risk - Queensbury Design
- Environmental (Noise) - Environment Noise Solutions
- Environmental (Air Quality) - Wardell Armstrong
- Geo-environmental - WSP
- Archeology - Durham University
- Arboricultural - Elliott Consultancy
INTRODUCTION

Vision Statement

The clients share the Council’s vision to create thriving and attractive places to live with sustainable principles and high quality design at its core.

The vision for the Kenton Bank Foot site is to deliver a new Garden Village community for the twenty first century, which harnesses the site’s rich history, links to sustainable transport and existing landscape assets as the primary concept for design.

Through the provision of new green infrastructure and landscape led spaces we will complete Kenton Bank Foot as a vibrant and self-sufficient village, and a highly desirable place to live given the existing range of facilities and services in the area and the strong sustainable transport links. The Masterplan will build on the existing landscape assets to protect, enhance and diversify the flora and fauna in the area.

“This will ensure the delivery of a healthy natural environment benefiting both communities and wildlife and securing natural resources in the long term.”

The masterplan will deliver approximately 800 family homes on this proposed new Neighbourhood Growth Area (NGA) in accordance with all national and local planning policy following the land’s formal release from the Green Belt.
Delivering the Masterplan

In order to deliver family housing, the stakeholders seek to create a masterplan in accordance with the requirements of the adopted Core Strategy and its relevant policies, including Policies NN2 and CS3. These policies require a comprehensive approach to be undertaken towards the development of the entire Neighbourhood Growth Area (NGA), with policy NN2 stating that “Development is required to be comprehensively masterplanned and demonstrate together with a phasing plan, how the following (16 requirements) will be provided to ensure that each phase of development is sustainable”. Policy CS3 states that “Development will be carried out in accordance with: (i) approved masterplans for each of the identified Neighbourhood Growth Areas which demonstrate a comprehensive, phased and coordinated approach to site development setting out how necessary infrastructure, and the strategic infrastructure identified for the site in the Infrastructure Delivery Plan, will be delivered on a phased basis; (ii) approved development phasing plans setting out build rates and triggers for infrastructure and demonstrating how each phase of the development is sustainable and deliverable”.

The consortium wishes to create a sustainable future for Kenton Bank Foot by connecting to its existing infrastructure and developing a masterplan which engages with the existing community. Existing desire lines and landscape features are to be incorporated and enhanced to create ‘green routes’ that links to local hubs, where possible. The density and character of the housing will reflect the surrounding environment, decreasing in density towards the green links and open areas.

The masterplan will be delivered across eight phases which will reflect the infrastructure requirements and the Urban Design principles of extending the existing communities over a period of time which will be influenced by market conditions. The phasing also allows for the different developers involved in the NGA to deliver their proposals within the agreed timescales.

In terms of future planning applications it is anticipated that four planning applications will come forward to deliver the eight phases, in accordance with the Infrastructure Delivery Plan as set out later in this document. This approach will allow for four separate sets of financial contributions to be made towards identified and justified improvements to local facilities and services, alongside one further set of contributions. This would be in accordance with the Community Infrastructure Levy Regulations restricting the number of pooled contributions to five.

Design Code

A design code is required to co-ordinated a framework which all developers can work within to provide certainty with regard to the quality of the development as well as ensuring that all the developments form part of a holistic urban design approach to Kenton Bank Foot. The code will:

- Help deliver a development of a high quality;
- Provide a level of detailed design guidance via written and graphic rules that are technical and precise for the reserved matters designers, but which do not establish the overall outcome for the site;
- Provide instructions on physical components making positive statements about particular qualities of a place, establishing and firmly fixing must have design elements;
- Provide continuity and consistency over time.

The Department for Communities and Local Government (DCLG) document “Preparing Design Code A Practice Manual”, recognises that the prescription of design codes varies considerably but that they tend to focus on those characteristics that are important to achieve and fix the essential elements to provide continuity in quality and consistency over time.

Within this document the design code will define both landscape and built character which will be broken down into component parts and presented in a simple matrix format.
Newcastle City Council’s Development and Capacity Framework documents describes the site as follows:

The Kenton Bank Foot and Kingston Park site stretches north from the A696 up to and east of Newcastle Falcons Rugby ground.

The Kenton Bank Foot site includes a small rectangular site located to the east of Station Road which is bounded to the south by the A696 and to the north and east by existing housing.

The area to the west of Station Road includes two sites which are separated by the Metro Line.

The Kingston Park site includes two areas of land which sits either side of the existing Rugby Ground. The first sits to the north of Ponteland Road and Brunton Lane and is bounded to the north by the existing sports ground. The other area sits to the east of the stadium and is bounded to the south and east by Brunton Lane.
Clients and Name of Scheme

Clients: Taylor Wimpey UK Limited, Cusins North East and Avant Homes.

Scheme Name: Neighbourhood Growth Area for Kenton Bank Foot

The Site Location

The land at Kenton Bank Foot is located on the north-western outskirts of Newcastle upon Tyne, approximately five miles from the City Centre. The A696 Newcastle to Ponteland (Airport) passes close to the western boundary of the site. Newcastle International Airport is situated to the northwest of the site area and the metro line leading to the airport has two stations near to the site.
Neighbourhood Growth Area (NGA) Boundary

The Masterplan area consists of several agricultural fields, totalling approximately 85 acres, to the north and west of the existing settlement of Kenton Bank Foot.

Predominant features bordering the sites include Kingston Park Stadium, Grade II listed farm buildings Bullocks Steads, Woolston Park (Registered Park and Garden), a section of the metro rail line running from Kenton Bank Foot to the airport and the A696 dual carriageway connecting the A1 to the airport.
Site Boundaries

The study area has been divided into seven separate sites based on site ownership and control. The boundaries, for most part, follow existing field boundaries.

Land Ownership

<table>
<thead>
<tr>
<th>Phase</th>
<th>Landowner</th>
<th>Developer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1a</td>
<td>Brown (Jr)</td>
<td>Taylor Wimpey</td>
</tr>
<tr>
<td>Phase 1b</td>
<td>Arthur</td>
<td>Cousins</td>
</tr>
<tr>
<td>Phase 2a</td>
<td>Brown (Sr)</td>
<td>Taylor Wimpey</td>
</tr>
<tr>
<td>Phase 2b</td>
<td>Rotherford</td>
<td>Taylor Wimpey</td>
</tr>
<tr>
<td>Phase 2c</td>
<td>Kaliq</td>
<td>Avant Homes</td>
</tr>
<tr>
<td>Phase 3a</td>
<td>Rotherford</td>
<td>Taylor Wimpey</td>
</tr>
<tr>
<td>Phase 3b</td>
<td>Rotherford</td>
<td>Taylor Wimpey</td>
</tr>
<tr>
<td>Phase 4/2d</td>
<td>Rotherford</td>
<td>Taylor Wimpey</td>
</tr>
</tbody>
</table>
Historic Growth

Figure ground analysis

The figure ground diagrams show the urban growth (in black) of the surrounding area since 1920 and the gradual encroachment of the urban massing of Newcastle city.

The village core of Kenton Bank Foot is established by the 1950s, at the junction of Station Road and Ponteland Road. Surrounding development continued up until the 1970s. The majority of the development adjacent at Kenton Bank Foot has happened in the last 40 years consisting of Modernist inspired architecture.

The proposed sites border historic routes of Ponteland Road, Bunswick Road, Brunswick Land and Station Road.
Surrounding Land Use

The surrounding land uses highlight Kenton Bank Foot’s position on the edge of Newcastle’s urban massing. The sites are positioned between the existing residential development to the south and east and the open aspects of farm land and sports fields to the north and west.

Amenities

1. The Twin Farms pub and restaurant is situated to the north of Ponteland Road, adjacent to Sites 3 and 4, and is the historic heart of Kenton Bank Foot.
2. To the north of Sites 3 and 4 is Bullocks Stead Sports Ground and Clubhouse and includes a number of sports pitch which have portable floodlights.
3. Between Sites 3 and 2 is Kingston Park (Rugby Stadium) and associated car parking.
4. Kingston Park Primary school is located north of the metro line, within an existing residential development.
5. Kingston Court, Belvedere Retail Park, Kingston Retail Park & Tesco Extra providing employment and retail facilities
6. Airport Industrial Estate providing employment and retail facilities
7. Children’s Outdoor Play Park with outdoor amenity space
Topography

The Masterplan area slopes steadily north-eastwards from a high point of 83m around the A696/Station Road round-a-bout to a low point adjacent to Brunton Bridge Farm.

All of the sites could be considered generally flat or slightly sloping with the exception of Phase 2c south adjacent to Newbiggin Dene which falls steeply to the eastern boundary.

Existing flooding

The development site is fully located within Flood Zone 1 (the lowest risk category), however there is a localised flood risk from the public sewers within Brunton Road which currently receive unrestricted flow of surface water from adjacent existing developments.
Constraints and Opportunities

Constraints

- The main constraints within the study area include the Metro line, Kingston Park Stadium and A696 with their associated noise and lack of permeability. Bullock Steads Farm complex (grade II listed) and Woolsington Park (Registered Park and Garden), including the setting of the designated heritage assets will also have an effect on the design of any proposed masterplan.
- Other physical constraints informing design proposals include but are not limited to disused mines shafts and existing neighbouring developments.

Opportunities

- The study area benefits from a network of existing pedestrian routes which are well used and provide safe routes to school and the facilities at the Kingston Park areas.
- The sites have open views to the countryside to the north and west as well established mature landscape elements.
- The topography of the land and location of existing watercourses will allow for an integrated SUDS to be developed and incorporated into the design.
- There are also two Metro stations within a 5 to 12 minute walk from the NGA accessing Tyne & Wear, including Newcastle City Centre, Gateshead, the coast & Sunderland.
Permeability and Movement Patterns

Creating permeability between the NGA and the existing neighbourhood is challenging due to existing physical barriers which include:

- The A696 dual carriageway
- The Metro railway line
- Existing residential developments
- Third party land

This analysis, along with our movement analysis, will be used to inform where the strategic access points to each site will be in order to link into the existing desire lines and main movement corridors. Enabling the NGA to become an integrated part of the existing urban grain and creating new linkages within the existing community.

In particular the Masterplan will aim to create new pedestrian/cycle linkages throughout NGA to promote sustainable lifestyles by encouraging people to walk or cycle to the existing facilities and sustainable transport options, in particular the two metro stations within the area.

Key

- NGA boundary
- Metro Station
- Primary School
- Existing ‘Desire Lines’
- Pedestrian only ‘Desire Lines’
- Physical access barrier
- Barrier formed by existing development
- Barrier formed by third party land

Illustrative diagram showing permeability and movement patterns
Landscape Setting

The site is situated within National Character Area 13 South East Northumberland Coastal Plain. To the south of the site is the urban area of Newcastle upon Tyne which lies within National Character Area 14 Tyne and Wear Lowlands. A general description of each of the character areas as found in the assessment are listed below:

Bullocksteads (Zone E34) - Originally agricultural area of informal fields with hedges and trees, although much of central area now sports field and related uses, including pavilions/ clubhouses and car parking and some of remnant farmland seems a bit marginal now; average condition and ecology value but weak/ average heritage. Character Strength – Moderate

Woolsington Metro Corridor (Zone C36) - Long strip of agricultural land with some hedges and trees, largely bounded by metroline and trunk/ distributor road corridors; average/ good condition, but average ecology and heritage value. Character Strength – Strong

Kenton Bank Foot (Zone J244) - Interesting village like residential area on edge of Green Belt comprising a number of Victorian stone buildings (and some later rebuilds of similar character) to the main road, along with a cluster of somewhat individualistic interwar housing (bungalows along with semis and detached) centred around the station; also some rather tucked away and more uniform 1960’s private housing strong sense of place, and average to strong heritage value, average to good condition and fairly comfortable atmosphere; vegetation impact medium-high, especially trees, and strong ecology value. Character Strength – Moderate
Existing Landscape and Visual Context

An exercise was undertaken to ascertain the Zone of Theoretical Visibility (ZTV) of the site and proposed development and its limits can be defined as follows:

To the north – The ZTV with barriers (shown opposite) indicates that the site is visible in views from the north along the A696 road corridor and from Brunton Lane. The site is also visible from Ponteland Road at close proximity.

To the south – views of the development site are apparent from Station Road and from Brunton Road. These views are mainly from the existing urban edge. Potential views from land adjacent to Newbiggin Hall to the west of the A696 were tested on site and found to be filtered by existing trees and road embankments.

To the east – there are views into the site from close proximity along Brunton Lane and glimpsed views from further to the north east near the Great Park housing development and from public rights of way. The existing urban development restricts further views from the east.

To the west – the visual envelope spreads across Ponteland Road, the Metro corridor and the A696 Road corridor. There are glimpsed views from rights of way to the west situated to the north of Newbiggin Hall Estate.
Landscape Analysis

Existing Features

- Farmland – predominantly arable
- Hedgerows
- Ditches
- Boundary trees and woodland copses
- Waggonway
- Listed Buildings
- Existing residential areas
- Woolington Park (Registered Park and Garden)

Due to topography, existing vegetation (particularly the existing woodlands to the north of the site, bordering Woolington), and the nearby residential areas, the visibility of the site is limited – refer to the Zone of Theoretic Visibility plan on p.16. Built Form

Existing Vegetation

The majority of existing trees, hedges and woodland copses are to be retained within the site. Where hedgerows are required to be removed, their loss would be mitigated through the replanting of additional native hedges within the site and along boundaries. The retained vegetation within the site, and woodland copses adjacent to it, will be safeguarded during construction works by tree protection fencing in accordance with BS5837:2012. The proposed site access points and associated visibility splays required will result in some sections of hedgerow being removed. To mitigate this loss, new hedgerow planting will be provided along a slightly new alignment to give the hedge a continuous appearance from viewpoints further along the road.

Illustrative diagram showing visual barriers and intermittent mid-distance views

Key

- Existing trees
- Existing hedge
- Existing woodland
- Existing arable fields
- Existing amenity grass/recreational areas
- Existing ditches
- Existing residential areas
- Existing residential area (back onto site)
- Existing road network
- Existing rail line
Movement Analysis

Pedestrian Connectivity

The site is in close proximity to excellent pedestrian links running adjacent to the existing residential developments with good levels of permeability to Kingston Park Primary School, Kingston Park retail parks, employment facilities, Tesco Extra and public transport stops. The development is also well positioned to connect to recreational footpath routes.

Cycle Connectivity

There are a number of cycle routes within the vicinity of the NGA that are designated as part of the Newcastle Cycle City Guides. These cycle routes which run adjacent to the proposed developments and are currently on road or traffic free. Of particular importance are the two traffic free routes to cross the A1(T) and one to cross the A696(T).

Public Transport

The site has excellent public transport links with two Metro Stations within walking distance, providing regular links to Newcastle City Centre, North and South Tyneside areas as well as Newcastle International Airport. In addition to the metro services the development phases are within walking distance to a number of bus stops located on Ponteland Road, Station Road and Brunton Road. These stops are served by frequent bus services providing access to alternative destinations such as Newbiggin Hall, Westerhope, Cowgate and Darras Hall.
Main public transport, pedestrian and cycles routes diagram

Key

NGA boundary
Metro station and railway
Existing bus stops (nearest study area)
Crossing facilities
Main Cycle Routes
Main Walk Routes
Main Bus Routes
Movement Analysis

Vehicular

The site is located within close proximity to a number of key roads serving the north east region and Newcastle upon Tyne.

Primary Roads - The A696 is located on the southern side of the development and runs in a south east to north west direction, with connections north to Newcastle International Airport, Ponteland, Edinburgh via the Scottish Borders and south to the A1 and A167. The A1 nationally links Edinburgh and London, with the NE Region it connects Alnwick, Morpeth, Newcastle, Gateshead, Team Valley, Durham and Darlington. The A167 provides an excellent and direct route into Newcastle City Centre.

Secondary Roads – Ponteland Road, Station Road, Brunton Road and Brunton Lane are the roads from which the development parcels will be accessed from. These routes provide local connections throughout the area with excellent connections to Kingston Park retail parks, Kingston Park Metro Station and employment facilities, as well as to the strategic road network.

Tertiary Roads - There are various tertiary roads providing access to local residential areas, a local school as well as to the wider road network.

In addition connectivity north to Newcastle Great Park will be facilitated when the spine road to Kingston Park Road opens.
Surrounding Building Heights

The majority of the existing residential development is two storey with an element of single storey bungalows concentrated around the historic core of the Kenton Bank Foot.

Kingston Park Retail Park is made up of commercial buildings which in height, approximate to residential storeys, would be approximately 3 storey.

In the immediate vicinity of the NGA Kingston Park Stadium varies in a height between 3 and 5 (residential) storeys.
Local vernacular

The main building materials the area are brick, tiles and slate with elements of stone, particularly in agricultural buildings. Although there are some pre-industrial as well as post-war buildings the majority of the residential development has been built within the last forty years.

There are varied building typologies with a mixture of detached, semi-detached and short terraces. The majority of dwelling are two storey with some single storey bungalows around Station Road and on Brunton Road. The densities of the surrounding developments vary also and are illustrated in the diagrams opposite.

Predominant features bordering the sites include Kingston Park Stadium which is an approximately 4 storeys high sport stadium with surrounding car park and Grade II listed Bullock Stead farm buildings and their settings.
Station Road area is a mixture of bungalows and two storey houses with varying typologies including detached, linked semi detached and semi detached.

The area to the south of Kingston Park Stadium is exclusively two storey semi detached and terraced housing with areas of shared surface and pedestrian routes.

This area is the highest density housing in the immediate area and made up of two storey terraced housing with an element semi detached.
Social/ Economic overview

Community and Local Amenities

Kenton Bank Foot has a restaurant/public house (The Twin Farms), Kingston Park Primary School, sports facilities and recreational grounds. The NGA is also within walking distance of Kingston Park and its retail and industrial park which has numerous large shops and restaurants.

Education

There are three primary schools within a 15 minute walk of the development sites, including Simonside, Cheviot and Kingston Park Primary. The nearest secondary school is Kenton Academy which lies to the south-east of the site.
Healthcare

There are six existing healthcare facilities within 2km of the NGA. The six surgeries are shown in the table below to identify the existing number of patients registered at each surgery and provides a ratio of GPs to patients:

<table>
<thead>
<tr>
<th>Name</th>
<th>No. of GPs</th>
<th>No. of Patients</th>
<th>GP:Patient ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dr Summer &amp; Partners</td>
<td>9</td>
<td>11923</td>
<td>1:1324</td>
</tr>
<tr>
<td>Saville Medical Group (Newbiggin Hall)</td>
<td>17</td>
<td>30294</td>
<td>1:1782</td>
</tr>
<tr>
<td>Hillsview Surgery</td>
<td>5</td>
<td>9695</td>
<td>1:939</td>
</tr>
<tr>
<td>Kenton Medical Centre</td>
<td>5</td>
<td>10255</td>
<td>1:2051</td>
</tr>
<tr>
<td>Dr Summer &amp; Partners</td>
<td>9</td>
<td>11923</td>
<td>1:1324</td>
</tr>
<tr>
<td>Westerhope Medical Group</td>
<td>6</td>
<td>12462</td>
<td>1:2077</td>
</tr>
</tbody>
</table>

The NHS information centre advises that, as at September 2010 GP Census, the average ratio of patients per GP in England was 1:1.514. Four of the GP surgeries are above the average GP to patient ratio for England, which demonstrates that they may have limited capacity to accept new patients. NCC are holding discussions with the local NHS Trust to identify deficiencies in service and existing capacity in order to plan for future delivery to support the planned housing delivery across the City. It is anticipated that financial contributions may need to be provided as part of the NGA coming forward, with details to be agreed via future Section 106 Agreements and subject to scheme viability and the Council being able to demonstrate a robust and justified evidence base to support any requests for financial contributions.

Recreation

Kingston Park Stadium is positioned between the two development areas to the north of Brunton Road which host Newcastle Falcons rugby games. There are further sport facilities at Bullocksteads Sports Ground and recreational area (with sports pitches).
Planning History

Parts of the site have been subject to two previous outline planning applications, the details of which are provided in the table below:

<table>
<thead>
<tr>
<th>Application Reference</th>
<th>Description</th>
<th>Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>1982/01H401/OUT</td>
<td>Outline planning application for residential development and ancillary development</td>
<td>Refused</td>
</tr>
<tr>
<td>1990/100/03/OUT</td>
<td>Outline Application for the erection of a mixed development comprising residential, business, light industry, recreation, retail, community leisure, hotel and countryside uses, together with associated highways and landscaped areas</td>
<td>Unknown (Assumed to be refused/withdrawn/disposed)</td>
</tr>
</tbody>
</table>

During the Newcastle/Gateshead Local Plan Core Strategy and Urban Core Plan ("CSUCP") the site was removed from the Green Belt as part of the residential planning allocation (Policy NN2). The national and local policy position in respect of Green Belts and the Sites allocation for residential development are set out below.

National Planning Policy Framework (NPPF)

Achieving Sustainable Development

The NPPF stipulates that there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles as follows:

- An economic role – contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation and by identifying and coordinating development requirements, including the provision of infrastructure.
- A social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generation; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being.
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The NPPF specifically states that the above roles should not be undertaken in isolation, because they are mutually dependent. Paragraph 14 sets out that a presumption in favour of sustainable development is at the heart of the NPPF and should be seen as a golden thread running through both plan-making and decision-taking.

"For plan-making this means that:

Local planning authorities should positively seek opportunities to meet the development needs of their area, Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid changes, unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- specific policies in this Framework indicate development should be restricted".

Core Planning Principles

The NPPF includes 12 core land-use principles to underpin both plan making and decision-taking including the following:

- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.
- Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas.
- Actively manage patterns of growth to make the fullest possible use of public transport, walking, and cycling and focus significant development in locations which are or can be made sustainable.
- Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Delivering a Wide Choice of High Quality Homes

Paragraph 47 states that:

"To boost significantly the supply of housing, local planning authorities should:

Identify and update annually a supply of specific deliverable sites sufficient to provide five year’s worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to
ensure choice and competition in the market for land.”

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

National Planning Practice Guidance

In March 2014, the Government published online National Planning Practice Guidance. This web-based resource was accompanied by a Written Ministerial Statement which included a list of recent planning practice documents now cancelled. The NPPG contains various guidance of relevance to the registration, processing and consideration of planning applications for proposed development.

One of the key components of the practice guidance is the issue of design, acknowledging that ‘good quality design is an integral part of sustainable development’. It establishes that:

“Good design responds in a practical and creative way to both the function and identity of a place. It puts land, water, drainage, energy, community, economic, infrastructure and other such resources to the best possible use – over the long as well as the short term”

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

- Neighbourhood Planning;
- Noise;
- Open space, sports and recreation facilities, public rights of way and local green spaces;
- Strategic environmental assessment and sustainability appraisal;
- Travel plans, transport assessments and statements in decision-taking;
- Viability; and
- Water supply, waste water and water quality.

Local Planning Policy

A summary has been provided below which sets out the key relevant local planning policies and identifies how the proposals have sought to address these to ensure that a comprehensive, sustainable and deliverable development comes forward in accordance with those policy requirements. Further details regarding to how these policies will be addressed will be provided as part of future planning applications.

Core Strategy Policy NN2:

800 new homes. Development is required to be comprehensively masterplanned and demonstrate together with a phasing plan, how the following will be provided to ensure that each phase of development is sustainable. Development will be required to provide:

1. A range of sizes, types and tenures of housing to include a minimum of 75% of family homes.
2. For education provision for primary and secondary age school children to serve the needs of the new and existing communities.
3. Improved access to local facilities and the metro stations at Kingston Park.
4. Road connections to the highways network, between and through new housing areas and to existing communities and services.
5. Mitigation of the cumulative traffic impacts of the proposed development on the highway network including improvement to the local network.
6. Measures to mitigate noise and visual impact from the A696, Metro line and Kingston Park stadium.
7. For the retention and development of rights of way, pedestrian routes and cycle routes to connect existing networks, green spaces, communities and local facilities.
8. For the retention and development of a strong and identifiable boundary to the Green Belt.
9. Protection and enhancement of important trees and hedgerows, and areas of ecological and landscape importance.
10. Necessary archaeological assessments.
11. A design code for Kingston Park/Kenton Bank Foot to ensure development of distinctive neighbourhoods.
12. For open spaces to include access to formal and informal recreational areas including sports, playing pitches and children’s play areas.
13. A Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality.
14. A Water Supply Strategy to consider the cumulative impact of the development and ensure water supply for the development.
15. Integration of opportunities for flood risk management and reduction of existing flood risk in the Ouseburn.
16. Measures to ensure existing greenfield runoff rates up to the 100 year rainfall event taking into account anticipated climate change and maintaining overland flow paths.

How this is addressed in the Masterplan:

1. The masterplan will deliver a truly family orientated residential development with a range of house sizes available with at least 75% of those being classed as family homes (3 bedroom plus).
2. Financial contributions will be made by the relevant developers in accordance with the IDP towards education provision.
3. A number of improvements will be made to existing highways infrastructure as well as public transport alongside the provision of new footpaths/cycleways enhancing existing routes and connections to local services and facilities as identified in the IDP.
4. New and improved highways infrastructure will be provided and related directly to the development and the local area as well as
through off-site highways improvement works as identified in the IDP.
5. Appropriate mitigation will be provided to address cumulative traffic impacts as indicated in the IDP.
6. Strategic landscaping has been indicated within the masterplan which will address noise and visual impact. Necessary noise assessments and lighting assessments and Landscape and Visual Impact Assessments will be undertaken as part of future planning application where necessary.
7. Proposals are included within the IDP for the provision of new footpath/cycleways and the improvement and/or extension of existing routes in the area to improve connections and accessibility to local services and facilities. Existing routes and PRoW’s will be retained.
8. Green infrastructure buffers are indicated within the masterplan around the northern edges of the development which will assist with the creation of a strong and identifiable boundary to the Green Belt.
9. Existing important landscape and ecological features are to be retained where possible. Further areas of new ecological mitigation land are also proposed which will provide new opportunities for wildlife and natural habitat.
10. Necessary archaeological assessments will be undertaken as part of future planning application to ensure key features are identified and retained/land or considered as part of the detailed proposals.
11. A design code is included within the masterplanning document which sets out key design principles and establishes development parameters and character areas amongst other key design elements.
12. The masterplan indicates areas for informal and formal recreation opportunities as part of the overall landscape masterplan. The delivery of these facilities is set out in the IDP and will be developed further as part of future planning applications.
13. A foul and surface water drainage strategy has been developed for the entire allocation and set out within the masterplanning document and IDP.
14. A water supply strategy has been considered and developed for the entire allocation and set out within the masterplanning document and IDP. Further details will be provided as part of future planning applications.
15. Opportunities for flood risk management have been included within the drainage strategy and masterplanning document.

6. The drainage strategy addresses issues relating to greenfield runoff rates and has been considered as part of the masterplanning process.

Core Strategy Policy CS3:
Allocating Neighbourhood Growth Areas for housing development at: Callerton (NN1), Dunston Hill (GN1), Kingston Park/Kenton Bank Foot (NN2), Newbiggin Hall (NN3) and Newcastle Great Park (NN4).
Development will be carried out in accordance with:

i. Approved master plans for each of the identified Neighbourhood Growth Areas which demonstrate a comprehensive, phased and coordinated approach to site development setting out how necessary infrastructure, and the strategic infrastructure identified for the site in the Infrastructure Delivery Plan, will be delivered on a phased basis.

ii. Approved development phasing plans setting out build rates and triggers for infrastructure and demonstrating how each phase of the development is sustainable and deliverable.

How this is addressed in the Masterplan:

i. This masterplanning document demonstrates how the Neighbourhood Growth Areas have been comprehensively developed, phased and coordinated by each of the landowners to ensure the necessary infrastructure is delivered.

ii. Development phasing plans are provided as part of the IDP which demonstrate how each phase of the development is sustainable and deliverable.

Core Strategy Policy CS11:
Promoting lifetime neighbourhoods with a good range and choice of accommodation, services and facilities to meet varied and changing needs, will be achieved by:

1. Requiring 60% of new private housing across the plan area being suitable for and attractive to families, with a minimum target of 15,000 new homes to have three or more bedrooms.
2. Increasing the choice of suitable accommodation for the elderly population and those with special needs including bungalows, sheltered accommodation and extra care accommodation.
3. Providing adequate space inside and outside of the home to meet the needs of residents.
4. Providing 15% affordable homes on all developments of 15 or more dwellings subject to development viability.

How this is addressed in the Masterplan:

1. The development will deliver a minimum of 60% of all homes as attractive family housing.
2. Options in relation to suitable accommodation for the elderly population will be considered as part of the affordable housing offer and agreed as part of future planning applications.
3. Adequate inside and outside space will be provided for residents by all developers.
4. The masterplan will look to deliver 15% affordable housing in accordance with this requirement, subject to future viability considerations.

Core Strategy Policy CS13:
The enhancement and delivery of an integrated transport network to support sustainable development and economic growth will be achieved by:

3. Ensuring development:

i. Which generates significant movement is located where the use of sustainable transport modes can be maximised.
ii. Minimises car trips, promotes and enhances public transport and for major development provides sustainable travel plans.
iii. Connects safely to and mitigates the effects of development on the existing transport networks.
iv. Includes charging infrastructure for electric vehicles within major
developments,
v. Incorporates 20 miles per hour zones and homezone principles, where appropriate,
vi. Provides cycle parking and supporting infrastructure, and
vii. Provides for direct, safe, secure and continuous pedestrian and cycling links.

How this is addressed in the Masterplan;
i. The site is considered to be highly sustainable given its proximity to Metro stations, bus routes and local services and facilities. This has been indicated within the masterplanning document.
ii. The proposed transport improvements and mitigation look to promote sustainable modes of transport.
iii. Mitigation is proposed as part of the masterplan and includes local highways works, public transport works and off-site highways works in accordance with the Council's Strategic Highways Study.
iv. This will be considered as part of future planning applications.
v. 20mph zones and homezone principles are to be considered in appropriate circumstances with details agreed as part of future planning applications.
vi. A range of public transport improvements and footpath/cycle connections/improvements are proposed as part of the masterplan.
vii. Detailed assessments will be undertaken as part of future planning applications to ensure appropriate mitigation is provided where necessary. The design principles established will ensure residential amenity and other factors are retained.

Core Strategy Policy CS14:
The wellbeing and health of communities will be maintained and improved by:

1. Requiring development to contribute to creating an age friendly, healthy and equitable living environment through:
   i. Creating an inclusive built and natural environment,
   ii. Promoting and facilitating active and healthy lifestyles,
   iii. Preventing negative impacts on residential amenity and wider public safety from noise, ground instability, ground and water contamination, vibration and air quality.
   iv. Providing good access for all to health and social care facilities, and
   v. Promoting access for all to green spaces, sports facilities, play and recreation opportunities.
2. Promoting allotments and gardens for exercise, recreation and for healthy locally produced food.

How this is addressed in the Masterplan;
i. The masterplan demonstrates how an inclusive environment will be delivered with opportunities for open space, sport and recreation as well as improved access to local services and facilities.
ii. The masterplan includes the provision of open space and sport and recreation opportunities for the local community as well as improved and new sustainable transport routes.
iii. Detailed assessments will be undertaken as part of future planning applications to ensure appropriate mitigation is provided where necessary. The design principles established will ensure residential amenity and other factors are retained.

Core Strategy Policy CS15:
Development will contribute to good place-making through the delivery of high quality and sustainable design, and the conservation and enhancement of the historic environment.

How this is addressed in the Masterplan;

Core Strategy Policy CS16
Development will be sustainable, able to function effectively in a changing climate and address impacts on climate change emissions. Development will be required to:

1. Use a good standard of building fabric, passive design, and landscaping measures to minimise energy demand,
2. Be flexible from the outset to allow adaptation to alternative uses,
3. Deliver a good level of sustainability required by relevant government schemes/guidance,
4. Minimise its contributions and provide resilience to the ongoing and predicted impacts of climate change,
5. Reduce its whole-life CO2 equivalent emissions impact, and
6. Optimise the use of local renewable or low carbon energy in accordance with the following hierarchy:

i. Connection to an existing, or make provision for future connection, to a committed wider decentralised energy scheme within a specified timeframe,
ii. Development of a decentralised energy scheme for the whole or significant portion of a development from the outset, including joint schemes with significant adjacent external energy loads,
iii. Incorporation of other renewable energy solutions,
iv. Incorporation of other low carbon energy solutions in accordance with current government guidelines

How this is addressed in the Masterplan;

The development will look to use sustainable construction techniques and materials with further details provided as part of future planning applications.
2. The masterplan is intended to be flexible.
3. The development will come forward in accordance with relevant government schemes/guidance and be representative of sustainable principles established by this masterplan.

4. The principles established in the masterplan are reflective of efforts to address the impacts of climate change and will be addressed further by future planning applications.

5. The principles established in the masterplan are reflective of efforts to address CO₂ emissions impact and will be addressed further by future planning applications.

6. The masterplan considers the incorporation of other renewable energy solutions and low carbon energy solutions in accordance with government guidance and building regulations. This will be addressed further by future planning applications where appropriate.

Core Strategy Policy CS17

Development will avoid and manage flood risk from all sources, taking into account the impact of climate change over its lifetime. Development will:

1. Avoid and manage flood risk to people and property by: i. Locating new development in areas with the lowest risk where appropriate by applying the Sequential Test, ii. Managing flood risk from development to ensure that the risk is not increased on site and/or elsewhere, where appropriate by applying the Exception Test, iii. Ensuring opportunities for development to contribute to the mitigation of flooding elsewhere are taken, iv. Prioritise the use of Sustainable Drainage Systems (SuDS), given the multifunctional benefits to water quality, green space, and habitat enhancement.

v. Ensuring development is in accordance with the Council’s Strategic Flood Risk Assessment, and

vi. Requiring a Flood Risk Assessment for sites over 0.5ha in Critical Drainage Areas as identified in the Council’s Strategic Flood Risk Assessments.

2. Ensure water supply and foul and surface water infrastructure are provided with adequate capacity.

3. Not adversely affect water quality and where possible seek to improve water quality.


How this is addressed in the Masterplan:

A comprehensive foul water and surface drainage strategy has been prepared for the entire allocation and is set out in great detail within the masterplanning document. Further planning applications will build upon the details of this strategy to ensure that flood risk and water quality is addressed through the utilisation of sustainable urban drainage systems and other techniques.

Core Strategy Policy CS18

A high quality and comprehensive framework of interconnected green infrastructure that offers ease of movement and an appealing natural environment for people and wildlife will be achieved by:

1. Maintaining, protecting and enhancing the integrity, connectivity, multifunctionality and accessibility of the Strategic Green Infrastructure Network.

2. Protection, enhancement and management of green infrastructure assets which includes: i. Biodiversity and geodiversity assets, including designated sites, designated wildlife corridors and priority habitats and species, ii. Distinctive landscape character, recognising the particular importance of our rivers and topography, and iii. Trees, woodland, and hedgerows.

3. Addressing gaps in the network and making improvements in Opportunity Areas.

4. Improving and extending linkages to and within the Strategic Green Infrastructure Network.

5. Protecting and enhancing open spaces, sport and recreational facilities in accordance with agreed standards in line with National Policy.

6. Improving access to, along and onto the River Tyne and tributaries, without adversely impacting on the local ecology or damaging the river banks.

How this is addressed in the Masterplan:

A comprehensive framework of green infrastructure has been developed as part of the masterplanning document and looks to include areas of strategic open space/landscaping, local open space, sport and recreational areas and areas for ecological mitigation. Existing green infrastructure has been considered and is to be retained and/or enhanced where possible.

Core Strategy Policy DEL1

New development will be made acceptable through the provision of necessary infrastructure, take into account viability and other material considerations to:

1. Address the off-site and cumulative impacts,

2. Deliver schemes in a timely manner,

3. Provide identified affordable housing need, and

4. Provide for new or improved facilities and services.

Contributions will be required to mitigate the strategic cross-boundary impacts of development.

How this is addressed in the Masterplan:

The IDP included within this masterplan sets out the proposed phasing and delivery of all necessary strategic infrastructure to ensure that the development can be delivered taken into account viability and other material considerations.
The residential area of Kenton Bank Foot offers an opportunity to provide a wide range of family housing and try to minimise as far as possible the visual impact. The Masterplan vision will maintain the visual and ecological value of the site and the surrounding land holdings and provides a greater benefit to the local community in terms of access to the countryside.

The Masterplan team have worked closely with colleagues in the Local Authority’s landscape and ecology sections to firstly fully understand the previous natural habitat of the local character area which is generated by its geology, flora and fauna, and secondly, seek to ensure these principles are embedded within the Masterplan concept.

The garden village approach seeks answers by drawing from the Arts and Crafts movement to find again a model of harmonious living. It aims to achieve reconciliations of the classic pulls of Ebenezer Howard’s twin magnets of “Town” and “Country”. People seek the amenity and interactions of the town but also crave the embrace of the sylvan, rural existence.

At the heart of the Garden Village ideals is the development of holistically planned new settlements which enhance the natural environment and provide high-quality affordable housing and locally accessible jobs in beautiful, healthy and sociable communities.

The Garden Villages were among the first manifestations of attempts at Sustainable Urban Extensions. Kenton Bank Foot’s excellent public transport links to Newcastle city centre and airport are at the core of its sustainable credentials. The proposed masterplan will link into these transport hubs via the existing and well used network of pedestrian and cycle routes, to create a modern landscape led Sustainable Urban Extension.
Landscape led masterplan

The design team have analysed and evaluated all landscape assets within the study area including the nearby Woolsington Park (Registered Park and Garden). The masterplan will incorporate the service corridors within the development with these assets to promote a "Green/Blue Grid" landscape framework.

Protect Sustainable Routeways

The masterplan will maintain and enhance existing pedestrian movement patterns by incorporating them into sustainable routes within the developments.

The masterplan will safeguard views 'in and out' of the site and the setting ensuring that the landscape mediates and enhances the setting. The landscape framework will nurture existing wildlife by actively seeking opportunities to protect and safeguard wildlife corridors.

The routeways will promote biodiversity whenever possible.

Seasonable scrapes and watercourses will be integrated within the "Blue/Green Grid" to sustain and encourage size specific flora and fauna.

Create wildlife corridors

The NGA has a varying amount of existing landscape in the form of hedgerows running around the perimeter and in some cases through the sites. The designers intend to use these existing wildlife corridors and enhance the diversity of ecology within them by introducing a more diverse range of habitats.

Defining Character Areas

The masterplan will use landscape to differentiate and complement the emerging character areas, ensuring placemaking of the highest order.

Situating Open Space Equidistant to Neighbourhoods

Public Open Space will be evenly spaced throughout the development. Importantly, useful, functional, active green spaces occur on either side of the green routes making them interesting and attractive for the community to utilise.

Using the Landscape to give the Masterplan Cohesion

The longevity of the masterplan will be safeguarded and underpinned by the use of landscape. The landscape setting gives cohesion and integrity to the overall masterplan. The planting and reinforcing of landscape and relief assets on the site from the star of the process, ensures that the landscape backdrop grows and matures as the masterplan evolves. Enabling year on year, the potential for a community to grow organically in perfect harmony with its environment.

Ensure Easily Accessible Routes

Sustainable movement throughout the development is key. The development has a comprehensive landscape / drainage framework that incorporate pedestrian and cycle routes, ensuring that the neighbourhoods are interconnected. Every household is equidistant from public open space and recreational facilities and all amenities are easily accessed by foot, cycle or other sustainable means.

The landscape / drainage framework route and the ease of access to recreation and leisure opportunities within the generous public open space allocation, means that residents will enjoy a healthy and active lifestyle.

Offering the Widest Range of Leisure Opportunities for the Whole Community

Public open space is not conceived merely as 'corporation playing fields' but offers a wide range of leisure opportunities for the whole community - young, middle-aged, and elderly. "Trim trails" and adventure trails are incorporated within the "Blue / Green" Framework and create interest and involvement for all members of the family.

Demonstrating that the Development Could Enhance Biodiversity

This Landscape Led extension to Kenton Bank Foot can demonstrate that the landscape / drainage framework that underpins the overall design delivers a broad range of habitats and diverse opportunities for wildlife to populate and inhabit these green spaces. It will be possible to demonstrate that year on year, the evolution of these green routes delivers an increase in biodiversity.
when compared to the previous arable farmland.

Providing Education, Fitness and Well-being Opportunities within the Green Framework

The landscape framework can accommodate outdoor classrooms on the ‘green routes to school’ and benefits from fitness areas and ‘Tarzan’ trails for health and well-being.

Providing Art Opportunities within the Landscape Framework

Understanding the history of the place is the starting point of effective placemaking. The Green / Blue routes could showcase artworks which responds and refers to this history, creating a truly unique sequence of spaces throughout the development.

Providing a Range of Housing Densities

The masterplan should have a discernible ‘beginning, middle and an end’. Densities generally increase towards the hub and areas well served by public transport. Densities reduce towards the periphery of the masterplan ensuring diversity of plot size and a landscape setting that reflects the transition from urban to rural.

Offering a Wide Range of Housing Typologies and Tenures Enhancing Sustainability

The housing development offers an opportunity for a wide range of housing typologies and tenures which respond to the housing needs of the community as a whole. It ensures that the masterplan provides every type of accommodation for residents appropriate to their stage in life, in a seamless way. This builds resilience into the community and enables members of the same family to live within accessible distances from each other, further enhancing the community’s sustainability and vitality.

‘Feathering’ the Edge of the Development

The proposed development will have a distinctive and wide ‘green edge’ forming its external perimeter. This substantial landscape area ‘buffers the edge of the development’, and prevents development sprawling into the landscape beyond or, alternatively will mitigate developments outside the site boundaries, merging and diluting the landscape led nature of the Garden Village.

Sustainable Transport Orientated Development

Walkable Design

Green Route which passes through the whole NGA and the pedestrian routes spreading out into each housing area. The hierarchy of street is designed to slow cars down and help reinforce the concept that pedestrians and cyclists have priority. This is reflected by the pedestrian accesses to each of the sites which are positioned to ensure that walking (or cycling) is an attractive option as possible by linking into existing desire lines.

Metro Station as Sustainable Transport Hubs

With Metro stations within a 12 to 13 minute walk of all of the development sites in the NGA the masterplan is designed to promote and encourage the use of this sustainable and desirable link to national and international transport hubs of Newcastle City Centre and Newcastle Airport.

Pedestrian routes acknowledge the two Metro stations, Bank Foot and Kingston Park, as local transport hubs. The masterplan has increased density in areas that are closest, in terms of walking distance to the Metro station.

Sustainable Transport Options

As well as the Metro links Kenton Bank Foot and Kingston Park have several bus services available to all residents with the vast majority within a 5 minute walk and all within an 8 to 9 minute walk. The services offer frequent and regular services to areas such as Newcastle Airport, Ponteland, Four Lane Ends, Newbiggen Hall, Kingston Park and Newcastle City Centre.

Designed to Include the easy use of Bicycles as Daily Support Transportation Systems

The masterplan will seek to introduce new cycle paths within the NGA. It will also propose areas outside the NGA that could have new cycle path or routes introduced to link into the new proposed paths and existing routes. Where cycle paths are not included within the design, roads will be designed to promote the safety of cyclist and give legible links into existing routes.
The Masterplan Design Process

Introduction

The Developers, Taylor Wimpey, Cussins and Avant, have worked closely with Newcastle City Council and other statutory consultees such as Northumbrian Water and the Environment Agency to formulate an appropriate Masterplan for Kenton Bank Foot.

To help them achieve this the following team of consultants was assembled:

- Planning - Barton Wilmore
- Urban Design and Masterplanning - IDPartnership
- Landscaping - Southern Green
- Ecology - E3 Ecology
- Transport - WYG
- Drainage and flood risk - Queensbury Design
- Environmental (Noise) - Environment Noise Solutions
- Environmental (Air Quality) - Wardell Armstrong
- Geo-environmental - WSP
- Archaeology - Durham University
- Arbicultural - Elliot Consultancy

Through regular meetings, both internally and with Newcastle City Council, the team has developed the core principles for the design concept of the Masterplan. Once these principles were established ID Partnership and Taylor Wimpey met with NE DRES (North East Design Review and Enabling Service) to review and discuss the concept of the masterplan.

Design Reviews

A Design Review took place in November 2014 with NE DRES, Taylor Wimpey and IDPartnership, where the key design principles for the Masterplan were discussed.

The presentation prepared by IDPartnership was “visioning” in principle, and was prepared without the use of any of the information used within the Examination in Public at the request of Newcastle City Council / Gateshead Council Briefing Note. This precluded some of the initial site assessment and scoping work for fundamentals such as highways and connectivity, the principles of which are well established. The comments and recommendations of NE DRES and the design team’s response to them are outlined below:

NE DRES Recommendations

- “Further strategic masterplanning of these various sites needs to be informed by the wider new infrastructure provision, particularly highways and flood prevention strategy, due to relative proximity of Ouseburn River tributary”

Masterplan Response

IDPartnership have worked with WYG to establish where the existing ‘desire lines’ are and design a series of proposals connecting to those routes and enhancing them where ever possible.

NE DRES Recommendations

- “The appointment of a Landscape Architect to assist with the next strategic design steps for each of the phased sites to explore what is a rationale ‘linking’ strategic given there are effectively 5 separate sites.”

Masterplan Response

Southern Green Landscape Architects have worked with the designers to create secondary pedestrian linkages where physical and land ownership issues can be overcome. These take the form of ‘green fingers’ which connect to the existing community and encourage a “sense of place” and “community”.

NE DRES Recommendations

- “Continue to embed BfL12 principles into the scheme as it develops”

Masterplan Response

Building for Life 12 principles are incorporated into the Masterplan at each stage of its development.
The Masterplan Design Process

Consultation Process

As part of the plan-making process the developers provided representations and evidence to justify the release of the Site from the Green Belt to allow for a residential allocation. As a result of this, knowledge of Taylor Wimpey’s development aspirations for the Site has been well known to local residents and other key stakeholders for some time.

To maintain a level of consultation throughout the preparation and submission of the planning application on the Site, a detailed Community Engagement Plan has been prepared which utilises a number of consultation measures which assists in providing a scheme which reflects the wishes and aspirations of all key stakeholders.

Separate planning applications will be submitted by Taylor Wimpey, Cussins and Avant which will all involve separate forms of consultations. However each separate application will be in conformity with this overall masterplan.

As part of the consultation process a presentation was made to relevant Councillors/Ward Members.

Details of the consultation undertaken and the resulting feedback will be presented in a Statement of Community Involvement (SCI) which will accompany future planning applications.
THE MASTERPLAN
Sketches and Concepts

The initial concepts for this Sustainable Urban Extension have been informed by the site constraints and opportunities together with the landscape-led masterplan utilising the existing landscape features to provide links to the existing community hubs.

Creating a ‘Green Route’

A ‘Green Route’ will pass through all of the sites providing pedestrians with sustainable routeways to the community hubs whilst seamlessly linking to the established existing desire lines.

The green routes accommodate a diverse range of opportunities to provide varied landscape backgrounds and habitats, ensuring that adjacent landscape areas can be accessed through the site by wildlife corridors. This enables Public Open Space to be evenly spaced throughout the development and, importantly, that useful, functional, active green spaces occur on either side of the green routes making them interesting and attractive for the community to utilise.

The Green Route can also be used to accommodate utilities infrastructure and in particular a Sustainable Urban Drainage System (SUDS) which will be used as part of the landscape design and provide additional ecological diversity.
Urban Design and Place Making

The proposed masterplan gives the opportunity to create new, interesting places and spaces. Entrance features or arrival points will be created to the new neighbourhoods as well as to Kenton Bank Foot itself by utilising the existing built and natural environment. This is particularly important on Ponteland Road where the proposed development will create a new ‘gateway’ to Kenton Bank Foot.

The masterplan will utilise the existing tree group to the south of Ponteland Road, beyond which the new development will start, as well as the Listed farmhouse to north of Ponteland Road. Housing will be set back from the road to emulate the feeling of openness which is currently experienced and to allow the Listed farmstead buildings to be the dominate architectural environment. The new housing will front onto this newly created landscaped area and be of a similar scale and massing to the existing farmhouse. The proposed developments will have a series of spaces, created by landscaping and building massing, that lead the eye and through the development.

Housing will front onto all the major existing roads to create attractive ‘streetscapes’ as this will also provide a greater sense of safety through passive surveillance which is particularly lacking along parts Brunton Road. For similar reasons housing will also front onto the major routes through the proposed masterplan.

The Sustainable Urban Drainage System which will be incorporated into the masterplan provides further opportunity for place making with attenuation basins and existing hedges and trees creating the basis for attractive, multi-user amenities space.
Illustrative Masterplan

Ecology and Landscape

The illustrative masterplan shows how the scheme will promote healthy life styles through providing Green Routes which wind through the development linking into each other and also will the existing pedestrian routes.

From the outset this masterplan has been moulded around the existing landscape assets and in particular the field boundary hedgerows and trees. Any proposals will also consider the impact and contribution made to Woolstoning Park (Registered Park and Garden). Where the masterplan meets the new Greenbelt boundary strong landscape areas will strengthen the existing field boundaries. This will not only reinforce the distinction between the development and the Greenbelt land but will also provide a valuable wildlife habitat with the introduction of more diverse environments through use of SU DS ponds and native planting.

These large areas of landscaping will link through each of the development areas and phase to create a new pedestrian ‘Green Route’. These spaces will provide opportunities for play, exercise and education as well as safe routes to the local amenities such as Kingston Park Primary school and Bank Foot Metro Station.

Urban Design

The developments will form strong frontages on to existing streets whilst being sufficiently set back from the road to create a feeling of openness and connection with the landscape by retaining as much of the existing hedgerows and trees as possible. Passive surveillance or ‘eyes on the street’ are key to the success of the Green Route and wherever possible housing will front on to these substantial areas, to create a safe, attractive area for the whole community to use. Likewise, buildings will be orientated to have active frontages onto all pedestrian routes with specific building on the corners of development blocks which will ensure continued architectural interest and passive surveillance.

The masterplan will have several character areas within it, each defined by the urban grain, building materials, landscaping and curtilage treatments. These will reflect the built characteristics within Kenton Bank Foot and the surrounding developments in Kingston Park and Woolstoning. This will help integrate the new development into the existing community and enhance the existing identity of the area. The streets within the masterplan are designed as a coherent hierarchy of spaces that will guide the visitor legibly through the new development. The main routes through each phase and character area will be noticeably wider with landscaped verges and pathways and, where practical, cycle paths. These primary routes will connect to a series of secondary and tertiary routes which decrease in width and formality to shared surfaces designed to be multifunctional and increase pedestrian dominance over the area thereby reducing vehicle speeds.

All of the footpaths, cycle paths, cycle lanes and roads in the masterplan are design to promote sustainable transport and reduce reliance on the car. Great care has been taken to ensure that the footpaths in masterplan link seamlessly into the existing network of routes. Cycle paths and lanes will also link into existing lanes and create new routes through the area giving greater accessibility to cyclists and pedestrians over cars.

The masterplan will have a range of densities generally increasing towards the existing residential developments and areas closest to the two Metro stations. To create the variation in density a wide range of housing typologies will be used which will respond to the housing needs of the community as a whole. This will ensure that the masterplan provides every type of accommodation for residents appropriate to the requirements outlined by Newcastle City Council.

Infrastructure

The generous landscape section will allow for a Sustainable Urban Drainage System to be included into the scheme. As well as taking rainwater from the proposed development, it also takes some from the existing developments, thereby reducing the possibility of flooding area for the existing community. The phasing of the development is such that these advantages to the existing community will be developed in the early stages of delivering the masterplan.

Although the areas set aside for attenuation (retention) ponds are relatively large for the majority of the time they will have little or no water in them and will therefore be part of the usable amenity space of the Green Route. Vehicular access to each of the sites within the NGA have been designed to optimise safety in terms of visibility and in some cases this may effect the existing landscaping. Where this is the case the landscaping will be replaced and replanted in an appropriate position. The impact from the increase traffic created by the new housing has been analysed and improvements to existing junctions and highways have been designed to reduce congestion.
Massing and Urban Grain

Introduction

The masterplan seeks to establish for each development site a density, building height and scale and massing which is appropriate to the landscape setting set out in the Landscape Masterplan.

Newcastle’s Urban Edge

The proposed sites are located on the edge of the main urban mass of Newcastle upon Tyne, the density, massing and urban grain of the sites will reflect the transition from urbanisation of open countryside. Variation in density and urban grain will emphasise the different characters within the NGA.

The transition in massing and density is outlined below;

THE URBAN EDGE;
The Urban Edge has a suburban character as it is adjacent to existing neighbourhood developments and infrastructure including Kingston Park Stadium and has a tighter urban grain and a higher density reflecting the surrounding development with more rectilinear development blocks. There is generally limited visual connection with open countryside.

SEMI RURAL;
The Semi Rural areas may have limited visual connection to the open countryside and represents a transition in density between The Urban Edge and the Rural character, being slightly less dense than the Urban Edge with less formal road patterns.

RURAL;
The Rural edge of the developments opens out onto open countryside and is heavily landscaped to reinforce the Greenbelt boundary. It is the least dense area of the Masterplan and is informal in its urban grain and massing.

Illustrative density proposal concept
Building Heights

The majority of the housing will be two storey to reflect the existing residential massing. Where the new development is adjacent to existing residential development housing will be predominately two storey to avoid any privacy issues.

Buildings up to two and a half storey will be used to increase legibility throughout the scheme and to create ‘gateway’ features into character areas. They may also be used where houses front onto landscape areas where they will increase passive surveillance and give a sense of enclosure to more open areas.

Buildings up to three storey may be used where the landscaped areas are sufficiently large to require larger scale massing to maintain a sense of enclosure and human scale.
This landscape proposals for the site have been developed with due regard to existing landscape features within the site and the landscape framework drawing illustrates how the landscape proposals within the character areas identified aim to relate and link to each other, the proposed built form and the surrounding area - maximising opportunities for access to open space, recreation and links to the wider countryside.

The Landscape and Visual Assessment undertaken for the site also identified the most sensitive receptors and highlighted how any effects caused by the development might be mitigated in relation to these, which the Landscape Framework has incorporated.

The green infrastructure proposed within the landscape framework builds on existing wildlife links/ corridors within the site and has the potential to incorporate other features including SUDS, recreational areas, allotments and multi-user routes.

Liaison with the other members of the design team and client, particularly the engineers and ecologists, has been fundamental in ensuring the spaces are functional and flexible for a range of uses and users whilst maintaining and enhancing their existing character.
Main Movement Network

Extensive analysis into the existing main movement routes has been carried out in order to establish where the proposed Masterplan should provide convenient and direct connections to the existing network of cycle and pedestrian paths.

The Masterplan achieves this through a new foot/ cycle route along Brunton Road connecting the eastern development cell to the central development cells, whilst also providing safe crossing points for access to Windsor Way (thereafter to the traffic free A1 over bridge), Brunton Park Primary School and also facilitating a future connection to Newcastle Great Park to the north of Brunton Lane.

The central development cells off Brunton Road and Ponteland Road will also be connected with a safe and convenient foot/ cycle crossing providing connectivity between the sites and also for northbound journeys onto Ponteland Road for the Woolsington and the Airport.

The development cells off Station Road are interconnected together with a foot/ cycle crossing and the northern cell provides a direct connection to Black Lane and Woolsington. The southern cell provides direct connections to a foot/cycleway for traffic free connections to Kingston Park in the east and Westerhope to the south west. A new foot/ cycle connection also connects Station Road across the A696 to Newbiggin Hall and the future Upper Callerton development. In addition it is proposed to improve a number of off-site junctions with enhance crossing facilities.
Public Transport

Careful consideration has been given to creating pedestrian routes which are safe and convenient to the existing public transport network. This has been achieved by placing non-vehicular entrances at points which reduce the overall distance to the proposed and existing bus stops and Metro stations and link into proposed and existing crossing facilities.

The following diagrams show routes from the centre of each Phase to the nearest Metro station and bus stops.

Diagram showing pedestrian routes to Bank Foot Metro station

Key

- Development Phase
- Centre of Development Phase
- Metro Line
- Metro Station (Bank Foot)
- Proposed site access junctions
- Proposed additional pedestrian link
- Direct walk route to Metro Station
Key

- Development Phase
- Centre of Development Phase
- Existing Shelter bus stop
- Existing Flag and Pole bus stop
- Proposed Shelter bus stop
- Proposed relocated bus stop with raised kerb
- All vehical access point
- Additional pedestrian link
- Footway
- Direct walk route to bus stops (on existing and proposed footways)

Diagram showing pedestrian routes to proposed and existing bus stops
Routes to school

Careful analysis of the existing likely routes to school and the crossing facilities of these routes has been carried and illustrated in the following diagrams. This has helped inform the pedestrian access points to the developments as well as informing the internal pedestrian routes within the developments to create a cohesive pedestrian network throughout Kenton Bankfoot.
Vehicular and pedestrian access

Each phase of development will be accessed via priority junctions with tight radii to ensure slow vehicular speeds into and out of each area. The junctions will facilitate pedestrian movement with dropped kerbs and tactile paving and the slow vehicle speeds will provide a safer environment for cycle access.

A number of junctions on the local highway network will be upgraded to reduce congestion and delays whilst ensuring pedestrians and cyclists are paramount in the design to create safer and convenient crossing opportunities to reach destinations on foot and by bike instead of reliance on the motor car.

Based on NCC’s Northern Land Release Report (JMP November 2015), improvements will be needed at the Ponteland Road/ Brunton Road junction and improvement of the junction may not be straightforward. As an alternative, an Access Road linking Phases 2a and 3a is being considered, and a potential route is indicated on the plan. In addition, the access to Phase 3a and 4/2d may be brought together to form a signal controlled junction on Ponteland Road. The potential route of the Access Road is indicative at present, and to encourage its use, either traffic calming on Brunton Road (between Ponteland Road and the Phase 2a access) may be needed, or its closure to through traffic. These proposals will be subject to further technical work and analysis.
Open Space Provision

In addition to amenity and recreational opportunities afforded by the buffer areas, additional spaces are to be provided within the developments in key areas, for example at entrances, alongside existing features and at junctions of key routes/paths. Where possible the presence of main link roads will be restricted to one side of these spaces, if at all, with shared driveways preferred as methods of providing natural surveillance of the areas enabling the spaces to be safely accessed along green routes. Where roads are present along the boundary of a space consideration should be given to providing different surfacing or level crossing points.

These spaces will provide key focal points within the developments and could contain viewpoints, seating, active play elements and associated planting.

The strategy document for Open Space Provision is awaited from NCC so UDP policies have been adhered to at present for this requirement. The site currently meets the area requirements for most open space elements required, although it is anticipated that off site contributions will be provided towards playing fields and some allotments as these cannot all be catered for on the site.

The areas for each phase are shown the table opposite.
<table>
<thead>
<tr>
<th>Phase</th>
<th>Public open Space (type)</th>
<th>Amount of POS (%)</th>
<th>Strategic Landscaping</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.342ha (9.2%)</td>
<td>0.12ha</td>
</tr>
<tr>
<td>1b</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.110ha (10.3%)</td>
<td>0.28ha</td>
</tr>
<tr>
<td>2a</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.810ha (14.7%)</td>
<td>0.18ha</td>
</tr>
<tr>
<td>2b</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.322ha (10.5%)</td>
<td>0.60ha</td>
</tr>
<tr>
<td>2c</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.250ha (8.9%)</td>
<td>0.25ha</td>
</tr>
<tr>
<td>3a</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.57ha (13.5%)</td>
<td>0.16ha</td>
</tr>
<tr>
<td>3b</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.920ha (9.6%)</td>
<td>0.35ha</td>
</tr>
<tr>
<td>4/2d</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>1.070ha (15.5%)</td>
<td>0.57ha</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>4.394ha</td>
<td>2.51ha</td>
</tr>
</tbody>
</table>

*Opportunities are being explored for the provision of off-site contributions for allotments. If these options are found to be unfeasible in providing the full or partial allocation of this open space type, up to 1.32ha of adjacent greenbelt land could be utilised to fulfil this requirement.

**Buffer areas**

Much of the landscaped areas have a dual purpose of creating environment barriers to the Greenbelt, existing landscaping and noise from the the Metro line, Kingston Park stadium and the A696. Minimum off-set distances have been established and are illustrated in the following diagram.
Green Infrastructure Phasing Plan

Within open spaces within the site a diverse range of landscape typologies, including Individual native trees, species rich grasslands, wildflowers and shrub areas, will also be provided, as will a network of paths to provide a green corridor around the site, tying into other routes both existing and proposed. The paths will be informal in nature and surfaced in a gravel material, or similar, and seating and naturalistic play or outdoor gym equipment will be sensitively positioned along them providing opportunities for active or passive recreation.

Green links will be incorporated within the development areas, following existing features such as hedgerows and the wagonway in Phase2a/3a where possible to provide off road pedestrian routes to proposed and existing green corridors and spaces. These will also provide valuable links for existing residents to the south and east of the development to access the new open spaces provided as part of the development.

The existing and proposed landscape typologies within these links will also assist with softening and breaking up the built form. Some of these links will provide access for pedestrians and cyclists whereas others will be focussed on their value as wildlife corridors, particularly where existing individual trees have been noted as having habitat potential for bats etc. Where practicable overground drainage features such as swales and ditches will be incorporated within these areas to introduce new habitats, help control access and contribute to the aesthetics of these spaces which will be overlooked by adjacent properties.

Trees are proposed to back gardens to help to soften the built form and will include a percentage of fruiting trees. Where proposed houses will back onto existing properties these trees will also provide screening and an element of privacy in views to and from existing residential properties in close proximity of the development, particularly those along Brunton Lane.

Landscape Management

Through the development we aim to create a sustainable living environment factoring the social, environmental and economic needs of current and future generations of the community.

Community involvement is an important factor in ensuring housing estates and landscaping become places to enjoy and value. It is the intention to encourage as much community involvement as possible in the safeguarding of their spaces, and to ensure they remain at a high standard. As part of the community involvement a levy will be set up in order to fund long term management, maintenance and improvements to the green infrastructure and amenities.

This levy will form part of a legal agreement written into the deeds of all the residential and commercial properties.

Flood Management

The development falls within the catchment of the Ouseburn. Early discussions with the Environment Agency and Newcastle City Council identified existing surface water flood risk at the Ouseburn. Although the development site is fully located within flood zone 1 (the lowest risk category), much of the Ouseburn is located within flood zones 2 and 3.

The development will reduce the rate of surface water runoff from the site by 50% and will also collect flow from some of the surrounding land to remove surface water from the existing combined sewers. This approach will have a beneficial impact on flood risk in the catchment.

The drainage system will be designed to accommodate storms up to and including the 1 in 100 year event, and will include 30% climate change allowance.

Overall SUDS strategy

The development will manage surface water such that the flow rate is significantly reduced by developing the site.

This is achieved by use of SUDS features to hold and restrict the discharge of water.

The development collects surface water from existing hardstanding areas, and removes this from the public combined sewer – which reduces flood risk downstream.

Phase 1a

The existing topography of the site, the outfall location and the depth of drainage prevents significant use of swale type features in this phase.

Water quality benefits are achieved by the removal of surface water from the existing combined sewer network, and with a minimum two stage treatment train within the new surface water drainage scheme, and linkage of the SUDs features at the northern boundary.

Phase 1b

Phase 1b will to drain surface water through Phase 1a, into SUDs in 1a then into SUDs North of 1a before discharge to Ouseburn.

Phase 2a & 3a

The use of swales is better suited to the topography and outfall of these phases and will be employed within the drainage scheme.

Further removal of surface water from the existing combined sewer network is achieved by development of this phase.

Water quality benefits are achieved using minimum two stage treatment train within the new surface water drainage scheme, and linkage of the SUDs features at the northern boundary.

Phase 2c

Surface water is proposed to drain to existing public sewer network as agreed with NWL and opportunities for SUDs will be investigated during the planning application stage.

Phase 4b/ 2d

As with phases 2a & 3a, the topography and outfall on this phase is well suited to use of swales.

Water quality is achieved with a minimum two stage treatment train within the new surface water drainage scheme.
This section sets out overarching design principles for the entire application area. It follows the guidance produced by Newcastle City Council in terms of design code content requirements.

A design code matrix has been produced which sets out how different parts of the site and new housing will be designed to reinforce different character areas and create a genuine sense of place and character.
Introduction

The purpose of the Code is to provide a co-ordinated framework giving certainty with regard to the quality of the development as well as assisting in the detailed design and the decision making process at the reserved matters stage. The code will:

- Help deliver a development of a high quality;
- Provide a level of detailed design guidance via written and graphic rules that are technical and precise for the reserved matters designers, but which do not establish the overall outcome for the site;
- Provide instructions on physical components making positive statements about particular qualities of a place, establishing and firmly fixing must have design elements;
- Provide continuity and consistency over time.

The DCLG document Preparing Design Code: A Practice Manual recognises that the prescription of design codes varies considerably but that they tend to focus on those characteristics that are important to achieve and fix the essential elements to provide continuity in quality and consistency over time.

Character areas are used to define both landscape and built character areas. The matrix considers how component part of the masterplan responds to the character and constraints of the site. It also demonstrates summarises how different design approaches both in landscape and built design will be used to create diversity and reinforce a sense of place.

The second part of the design code provides guidance on detailed street design and the different block typologies which will be used to create a varied pattern of built development.

Layout Structure Block Principles

The variation of density and urban grain throughout the site is an overarching design principle for the NGA which takes its influence from the Garden Village movement. This section highlights the characteristics of the three identified typologies, Rural, Semi Rural and Urban Edge.

Street and Plot Principles

For each of the three Block Typologies there is a variation in street and plot design which outlined within this section.

Character Areas

This section of the Design Code builds on the analysis undertaken in the earlier sections of the Masterplan providing further detail of how each character area responds to the character, opportunities and constraints of the site.

Summary Matrix

This is set out in tabular form to provide an overview of how the Masterplan is seeking to ensure different areas of the site are distinctive in terms of creating character. Three sets of tabular information are provided. The first relates to the concept for the character areas and what influences in terms of Urban Design will be drawn upon. Secondly the residential typologies that will be used and thirdly the composition of the built form.

Built Character

The section on the following pages identifies the different attributes which will define the different built character areas that comprise the development and their references in terms of materials and architectural details.

Landscape Character

Pages are also provided to identify the key landscape characteristics for each character area before illustrating key principles for the development of the landscape with these - reflecting the landscape led approach to the masterplan. The principles also discuss the coordination of the proposed landscape with the existing features and built form, both existing and proposed.

Street Design

The third table brings together principles set out in the first two tables identifying approaches to specific elements within the built layout such as street design, boundary treatment and frontages.
Layout Structure Block Principles

This section of the design code considers how the massing of the buildings responds to the surroundings in terms of street layout, building typology and their relationship to the landscape. A full significance assessment of the designated heritage assets, together with an assessment of the setting of the designated heritage assets (Bullock Steads Farm and Woolsington Park) will be undertaken as part of any formal planning application, which will be considered at the time of submission.

Typical plot details will be provided for three block typologies including Rural, Semi Rural and Urban Edge.

Illustrative layouts for these three typologies are shown on the following page, describing the principles of how these could form the basis of detailed block layouts to be designed in more detail at Reserved Matters stage.

The application Density Parameter Plan, shown here, describes the distribution of residential density across the development. The Density Parameter Plan identifies three density ranges:

- **Lower Density** (15-20 dwellings per hectare)
- **Medium Density** (20-27 dwellings per hectare)
- **Higher Density** (27-35 dwellings per hectare)

Together the three typologies will create a 'feathering out' of the urban grain from the denser Urban Edge to the looser, less dense, Rural areas.

It should be noted that the densities proposed in each of the three block typologies and illustrated in diagrammatic form here are all at the upper end of the density ranges proposed on the Density Parameter Plan.
Rural
Buildings will be generally parallel with the street with some variation to setbacks to create greener, more informal streets and spaces.
Some buildings must be angled and stepped forward and back to create a more organic edge.
Front gardens shall be incorporated to reinforce the soft landscape street character.
Streets shall have a balance between hard and soft landscape treatment and incorporate tree planting.
Gardens shall be roughly rectangular in shape - receive direct sunlight for some of the day, and be capable of accommodating activities such as sitting, play, clothes drying and outdoor storage space.

Semi Rural
Buildings generally parallel with the streets to create enclosed streets and spaces.
Built form comprises a range of terraced, semi-detached and detached houses.
Streets to have a balance between hard and soft landscaping with street trees where possible.
Front gardens generally small.
Parking generally accommodated on plot with occasional on street parking.
Gardens to be roughly rectangular in shape - receive direct sunlight for part of the day, and be capable of accommodating activities such as sitting, play, clothes drying and outdoor storage space.

Urban Edge
Buildings parallel with the street to create well enclosed streets and spaces.
Built form generally comprises terraces, semi detached and detached units with a limited number of apartment blocks (no higher than three storeys).
Streets should be formal with emphasis on hard landscape treatment and formal tree planting patterns.
Front gardens will be small.
Parking generally accommodated in curtilage to the front or side of properties or in small courtyards.
Gardens to be roughly rectangular in shape - receive direct sunlight for part of the day, and be capable of accommodating activities such as sitting, play, clothes drying and outdoor storage space.
Secure bicycle and refuse storage facilities provided for apartment buildings.
Streetscape and Plot layout

Rural

The ‘Rural’ plot will be characterised by a front garden and boundary hedge or timber rail, which reflects the open aspects of these areas and the existing landscape assets.

Street widths will vary with predominately tertiary routes with a pathway on one side and/ or shared surfaces leading to shared drives in areas of single sided street fronting onto existing landscape and the Green Route.

Projecting gables may be introduced to create interest and vary elevations.

Rear gardens should be large enough for family living, storage sheds and growing of vegetables. They should be accessible from the front to avoid clutter of refuse and recycling.
Semi Rural

The Semi Rural areas will provide the transition from Rural to Urban Edge and will be detached or semi-detached dwellings set in generally straight street formation or with slight curves to create more visual interest on longer streets. Streets will be a variety of widths from primary routes at development entrances to tertiary routes as the street network ‘branches off’ into Rural areas.

Key design elements will include:

- Visually interesting and strong roofscape binding the pair of semi-detached homes together.
- Combination of side front doors and asymmetrical strong gable to create the impression of a single dwelling.
- Paired semi-detached buildings to create an interesting composition or to create the appearance of a single larger dwelling.
- Use of corner turning units on prominent corners.
- Front boundary treatments including hedgerow and railings.
- Garages must be set back from the main building line.
Urban Edge

Relating to higher density housing the Urban Edge typology will include terraced housing. Typically these may be runs of 4-6 units. Introducing architectural features at the end of terraces will bring variety and create a sense of planned group of buildings. Variety can also be introduced within the terrace with detached dwellings so long as it does not create a random approach, inconsistent with the garden village character. Key design details to consider are:

- Pairing central front doors, with side symmetrical group giving the appearance of two wide cottages.
- Continuous eaves line through the terrace.
- Strong central pair of gables to create interest and focus in the terrace and a unifying feature.
- Pairing of front doors and two pairs of gables to create visual interest.
Reducing building clutter

Careful design and location of utility features such as flues, soil and vent pipes and meter boxes can reduce the visual clutter which often dominates modern property frontages. Ensuring adequate rear access can also reduce the need for bike and bin storage at the front of the house. The design of the utilities should be integral to the development so as not to visually impact on the environment.

Detached and Semi-Detached housing

Key principles are:

- Meter boxes should be accessible and located on the side of the building's garage or porch. They should not face the street on the front elevation.
- Side access to rear gardens should enable bins and bikes to be stored at the rear of the property in addition to the garage.
- Alarm boxes should be discreetly located close to the eaves on the main facade of the house and not on prominent features such as gable ends.
- Flue pipes, where possible, should be concealed within the chimney of the property or otherwise only be located on the side or rear of properties.
- Soil and vent pipes should be located within the building and external soil and vent pipes should be located on the side or rear of properties.

Planning Application drawings must include building servicing details such as rainwater pipes which should be integrated into the design of the elevation.

Terraced Housing

Convenient rear access for terraced housing is essential to reduce unsightly refuse and cycling storage at the front properties. Where storage at the front is essential it should be carefully designed to reduce visual clutter.

Key principles are:

- Rear access to be provided to all properties by way of side or rear alleyway for the storage of bins and bikes at the rear of properties. Use of ‘ginnels’ may also be considered.
- Porch design for a central terrace dwelling can incorporate a single bin or bike store.
- End of terrace dwelling can incorporate communal bike and bin storage carefully within rear garden.
- Meter boxes should be accessible and located within front door recesses or porches. Where forward facing meter boxes are unavoidable they should be concealed behind a front hedge or include a cover which matches the brick colour.
- Outlets from balanced flues and ventilator extractor fans should not be visible on front elevations.

Planning Application drawings must include building servicing details such as rainwater pipes which should be integrated into the design of the elevation.
Character Area Overview

Within the overall landscape-led strategy for the design, and based on the site analysis and design development work summarised in the Masterplan Document, six character areas were identified.

The diagram opposite shows the character areas for NGA, each of the areas overlaps into another illustrating that the Masterplan allows for a non-defined boundaries which Character areas seamlessly flow from one to the other.

This section of the Design Code provides further detail of how each character area responds to the character, opportunities and constraints of the site.

This is described initially in tabular form as a comprehensive summary. This overview is then followed by more detail for each of the six character areas, arranged to reflect the design process which has been led by landscape and contextual analysis, with resulting proposals for how each character area would respond to its context in a positive fashion.
Comprehensive summary tables

The tables shown over the next three pages identify the key characteristics of each character area. The structure of the tables is as follows:

<table>
<thead>
<tr>
<th>Concepts and Influences</th>
<th>The Farm Stead</th>
<th>Northern Gateway</th>
<th>Village Green</th>
<th>Bullock Steads</th>
<th>Southern Gateway</th>
<th>Station Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>Key Concepts</td>
<td>Rural farm stead character increasing in density towards Brunton Road. Using existing hedgerows to define the area and natural materials including stone (grade II listed buildings)</td>
<td>Tighter grain to correspond with context to south-east corner thereafter; Sub urban densities reducing slightly to the north and east where the development will front onto a linear parkway which utilises the existing landscaped boundaries.</td>
<td>Sub urban densities, reducing slightly to the north west where open views are available.</td>
<td>Rural, village character with a strong frontage along Ponteland Road and an attractive landscaped element facing Bullocks Stead farm (grade II listed buildings)</td>
<td>Garden village character, of medium density to reflect its proximity to Station Road and the Metro Station.</td>
<td>Rural, village character with a strong frontage to landscaped elements.</td>
</tr>
<tr>
<td>Character reference/precedent</td>
<td>Agricultural elements from Brunton Bridge Farm and surrounding 'historic' buildings.</td>
<td>Surrounding urban grain and sub urban garden village development which reflect its relationship to the countryside.</td>
<td>Existing landscape boundaries and historic routeways.</td>
<td>Informal ‘garden village’ tradition.</td>
<td>Surrounding urban grain and sub urban garden village development.</td>
<td>Informal ‘garden village’ tradition.</td>
</tr>
<tr>
<td>Landscape Setting</td>
<td>Retain existing internal and boundary hedgerows. Mature trees evident on boundary with Brunton Bridge Farm buildings to be considered in proposals - offsets etc. Link through the existing hedge/field to be provided.</td>
<td>Retain and enhance existing hedgerows and trees which help to provide a strong landscape frontage to Brunton Road.</td>
<td>Retain existing hedgerows and trees on the perimeter of the development with appropriate buffers to allow the creation of circular walks and key open spaces. Include the strong north south, hedgerow and wgangway elements into the development cells and open spaces.</td>
<td>Retain existing hedgerows and trees along Ponteland Road. Development to be set back from these to provide routeways and respond to existing character and setting. Retain internal hedgerows and develop these. Copses to north to be retained and incorporated within an ecological mitigation zone.</td>
<td>Retain and enhance existing vegetation along boundaries, particularly those adjacent to the A69 and existing routeways. Open spaces and green links to be established along these. Entrances to site to reflect current development offsets evident in these areas.</td>
<td>Retain and enhance existing vegetation on field boundaries. Link these to the key open spaces within the development which will utilise buffers required for acoustics, i.e. along the metro line.</td>
</tr>
<tr>
<td>Formality/informality</td>
<td>Informal</td>
<td>Semi-formal</td>
<td>Semi-formal to informal</td>
<td>Strongly informal</td>
<td>Semi-formal to informal</td>
<td>Informal</td>
</tr>
</tbody>
</table>
### Typologies

<table>
<thead>
<tr>
<th>Typologies</th>
<th>The Farm Stead</th>
<th>Northern Gateway</th>
<th>Village Green</th>
<th>Bullock Steads</th>
<th>Southern Gateway</th>
<th>Station Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>Block Types</td>
<td>Rural in the north with a more defined Urban Edge along Brunton Road, with references to a farmstead typology as per Brunton Bridge Farm</td>
<td>Urban Edge to the south along Brunton Road progressing to Semi Rural then Rural on the northern and north western edges</td>
<td>Mostly Rural and Semi Rural with an element of Urban Edge on Brunton Road</td>
<td>Mostly Semi Rural with areas of Rural adjacent to open aspects and Bullock Stead Farm buildings</td>
<td>Urban Edge perimeter blocks with single sided development backing onto the development edge and landscaped areas</td>
<td>Rural to Semi Rural typology with single sided development fronting onto landscaping</td>
</tr>
<tr>
<td>Building Types</td>
<td>Generally detached with some semi-detached and short terraces</td>
<td>Generally detached with some semi-detached and short terraces</td>
<td>Semi-detached and detached</td>
<td>Generally detached</td>
<td>Generally detached and semi-detached and short terraces</td>
<td>Generally detached</td>
</tr>
<tr>
<td>Building Heights</td>
<td>Generally two storey</td>
<td>Generally two to two and half storey</td>
<td>Generally two to two and half storey</td>
<td>Generally two storey</td>
<td>Generally two to two and half storey</td>
<td>Generally two storey</td>
</tr>
<tr>
<td>Parking Strategies</td>
<td>Generally on curtilage</td>
<td>Generally on curtilage, with some courtyard parking if required, screened from view from wider open space</td>
<td>Generally on curtilage</td>
<td>Generally on curtilage</td>
<td>Generally on curtilage, with some courtyard parking if required, screened from view from wider open space</td>
<td>Generally on curtilage</td>
</tr>
</tbody>
</table>
## Compositional Elements

<table>
<thead>
<tr>
<th>Compositional Elements</th>
<th>The Farm Stead</th>
<th>Northern Gateway</th>
<th>Village Green</th>
<th>Bullock Steads</th>
<th>Southern Gateway</th>
<th>Station Way</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Streets Geometry</strong></td>
<td>Streetscapes to have rural character with shared surfaces where appropriate</td>
<td>Streets generally straight, short sections becoming more organic towards the northern edge</td>
<td>Streets generally in shorter sections, straight in semi formal area or curved in informal, semi rural areas.</td>
<td>Streets generally winding and informal between junction nodes. Streetscapes to have rural character.</td>
<td>Streets generally straight, short sections becoming less formal towards the adjacent character areas.</td>
<td>Streets generally winding and informal between junction nodes. Streetscapes to have rural character.</td>
</tr>
<tr>
<td><strong>Frontages</strong></td>
<td>Building line and orientation varies to reinforce informality</td>
<td>Building line follows street geometry, with potential projection or recession of key buildings to articulate frontages</td>
<td>Generally consistent building line with frontages and building orientations composed to relate appropriately to open landscaping</td>
<td>Building line and orientation varies to reinforce informality</td>
<td>Building line follows street geometry, with potential projection or recession of key buildings to articulate frontages</td>
<td>Building line and orientation varies to reinforce informality</td>
</tr>
<tr>
<td><strong>Roofline</strong></td>
<td>Generally with variations reinforcing overall informality</td>
<td>Generally consistent, with variations considered as part of overall composition</td>
<td>Generally consistent, with variations considered as part of overall composition</td>
<td>Generally with variations reinforcing overall informality</td>
<td>Generally consistent, with variations considered as part of overall composition</td>
<td>Generally with variations reinforcing overall informality</td>
</tr>
<tr>
<td><strong>Corner Buildings</strong></td>
<td>Key corners facing open space articulated, for example by change in height or roofscape or external finishes, to provide local landmark features</td>
<td>Key corners facing open space articulated, for example by change in height or roofscape, to provide local landmark features</td>
<td>Key corners facing open space articulated, for example by change in height or roofscape or external finishes, to provide local landmark features</td>
<td>Key corners facing open space articulated, for example by change in height or roofscape or external finishes, to provide local landmark features</td>
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<td>Key corners facing open space articulated, for example by change in height or roofscape or external finishes, to provide local landmark features</td>
</tr>
<tr>
<td><strong>Boundary Treatments</strong></td>
<td>Front gardens informally planted, with hedges or low stone wall boundaries by entrances or junctions. Rear boundary treatments alongside paths and open spaces to be stone or brick wall with timber panels with closeboarded fence elsewhere. Potential for weldmesh or living willow fence to be utilised where properties back onto the existing hedge.</td>
<td>Front gardens informally planted, with hedges or low stone wall boundaries by entrances or junctions. Rear boundary treatments alongside paths and open spaces to be stone or brick wall with timber panels with closeboarded fence elsewhere.</td>
<td>Within front gardens to the south of the area, boundaries will range from informal shrub planting to hedges and estate railings at key locations - junctions and adjacent to open spaces/ routes. To the rural edge these boundaries will be hedges and/ or shrubs.</td>
<td>Estate railings with shrub/ hedge planting in some locations, will form front garden boundaries or properties close to Ponteland Road. Low stone walls may also be introduced at key locations. Where front garden treatments are required elsewhere shrub and hedge planting will be used with low timber rail at key locations.</td>
<td>Shrub and hedge planting will form the predominant front garden boundary treatment with low timber rails being introduced at key locations. Low gabion walls may also be introduced to front gardens adjacent to the metro line.</td>
<td>Shrub and hedge planting will form the predominant front garden boundary treatment with low timber rails or being introduced at key locations. Low gabion walls may also be introduced to front gardens adjacent to the metro line.</td>
</tr>
</tbody>
</table>
THE FARM STEAD CHARACTER AREA

Built Character

The Farm Stead draws heavily on the scale, grain and massing of Brunton Bridge Farm buildings to the north of the area and will use the historic hedgerow as a natural extension of the farm steads curtilage. The character area will extend as far as the junction of Brunton Road and Brunton Lane, referencing the stone semi detached houses which act as a vista stop to Brunton Road.

There will be an informal feel with a loose urban grain that reflects the courtyard urban arrangement of Brunton Bridge farm.

Where the housing is adjacent to the existing farmstead they will back on or gable on to them to offer the existing residents more privacy. The development will create a street frontage along Brunton Road and Brunton Lane with units fronting or gabling onto the street. Dwellings will be set back from the existing hedgerow, which will be retained wherever possible.

A SuDS retention pond will be placed within the Greembelt boundary.

A pedestrian link through the central hedgerow which current forms the field boundary will link the two development areas, taking advantage of the existing landscape including mature trees to create an alternative pedestrian route from Brunton Lane to Brunton Road.
Legend

1. A pedestrian/cycle link will be created through the existing hedgerow which separates this
class character area from the Northern Gateway.
This will increase the permeability of the
development, give alternative pedestrian
route for the new and existing residents from
Brunton Lane to Brunton Road.
2. A further pedestrian accesses may link into
the proposed footway on Brunton Road and
Brunton Lane.
3. The vehicular and pedestrian access will be
from Brunton Lane.
4. The hedgerow and existing trees which
surround and define the area will be
maintained and enhanced wherever possible.
5. Housing will be arranged to form informal
courtyards with ‘shared surfaces’ to reflect
the farm building vernacular which is being
referenced in this character area.
6. The tree boundary to the existing farm
buildings will be maintained and enhanced
wherever possible with buildings backing on to
it to maximise privacy for existing residents
7. SUDS retention pond and landscaping will
provide a sustainable approach to rain water
drainage as well as promoting increased bio-
diversity.

Architectural Details

The use of clipped eves, bay windows details and
flat roofs gives the Farm Stead character area a
modern approach.
The Farm Stead vernacular will also be shown
through the use of traditional elements which
chimneys and stone wall elements.

Materials

The Farm Stead character area reflects the
architectural detailing, materials and landscape of
the surrounding farm buildings.
The use of stone or warm golden buff brick as
well as mixed red brick will reflect the mixed
materials of the farm buildings, giving the
development a organic feel. The use of coloured
window frames will be a subtle detail to the
housing within the character area.
Stone details to the elevations of the houses,
window cills and elements wooden panelling will
reflect the natural feel of the area.

Render may be used to add to the variation in the
material palette within the streetscapes and bring
a modern twist to Farm Stead vernacular.

Precedent images

Stone semi at the corner of Brunton Lane and Road

Architectural Details and Materials

Brunton Bridge Farm building

Stone semi at the corner of Brunton Lane and Road
Landscape Character

Key Characteristics

- Buildings and features associated with Brunton Bridge Farm to the west of Brunton Lane: stone walls, enclosed gardens, native hedgerows, copses of trees, timber gates
- Generous grass verges and mature hedgerows to the east.
- Existing hedgerow internally and to the south and west boundaries with some individual boundary trees.
- Timber fenceline only to the north boundary beyond Brunton Bridge Farm.
- Tree copses evident in adjacent Brunton Bridge Farm and Newcastle Falcons land.
- Archaeological features - waggonways and ridge and furrow.
- Neighbouring residential areas - some of which have a poor relationship with Brunton Lane and back onto it.

Illustrative Section AA

Illustrative Landscape diagram
Landscape Guidelines

Key Considerations

- Retention of important existing hedgerows and verges to the east. Where these have to be removed to allow for an access this shall be mitigated through native hedgerow planting on the revised visibility splay alignment.

- Retention and reinforcement of existing hedges internally and to the west and introduction of further native boundary trees. Opportunities to encourage the use of these as movement corridors for residents, wildlife and surface water shall be explored.

- Proposed materials and design features shall reflect those evident at Brunton Bridge Farm.

- Appropriate landscaping shall provided within front gardens, including hedges and shrubs. Provision of some back garden trees to be considered, including fruiting varieties.

- Increased front garden landscaping shall be incorporated into gardens which border boundaries with no current vegetated edge, i.e. north boundary, to reinforce the landscaping proposed in adjacent spaces.
NORTHERN GATEWAY CHARACTER AREA

Built Character

The Northern Gateway is generally denser than the other character areas within the masterplan, forming an Urban Edge to the existing residential development in to the south of Brunton Road and its proximity to Kingston Park Metro station. The concentration of density to the south of the Character area allows the northern section, with open aspects of landscaping and farm land, to be more Rural in form.

The development will create a stronger street frontage to Brunton Road with units facing onto or having active frontages onto the street. Dwellings will be set back from the existing hedgerow, which will be retained wherever possible.

The design will offer a pedestrian only link between Brunton Lane and Brunton Road along a landscape route, which promotes legibility and creates a new desire line through Kenton Bank Foot.

The northern edge of the development will be offset from the Greenbelt boundary to allow for the landscape buffer including a SuDS, dry basin, retention pond.
Legend

Architectural Details

Flat roofs will be used on canopy and dormer details to reflect the modern approach. Clipped eves and modern linear bay.

The elevations will have minimal, cutter free, detailing using changes in materials, textures and solid to void ratios to create interest.

Materials

The Northern Gateway reflects the architectural detailing and materials of surrounding residential developments which are predominately brick with elements of stone.

The buildings will be ideally placed to form a gateway into the development with their bold detailing and modern feel.

A variation of red brick, with some elements of gray or buff, will be used to portray the contemporary feel of the character area. Although the use of the red brick is commonly known in traditional housing, the detailing and additional feature materials within the building will provide the character within the area. Handle planking or natural wood will provide detailing to the housing elevations around window openings adding character to the housing.
Landscape Character

Key Characteristics

- This area along with Farmstead is remote from the rest of the development, lying closer to Kingston Park.
- Rural aspect to north west.
- Wide verges between the carriageway and site to the east.
- Existing hedgerows along east, south and west boundaries and internal (north – south).
- Low point in south west corner – road is higher than hedge and field in this location.
- Structure planting evident off west boundary in Falcons.
- Evidence of old waggonways and ridge and furrow.
Landscape Guidelines

Key Considerations

• Pedestrian connections from surrounding areas into the site shall be improved - permeability and links to existing footpaths.

• Important existing hedgerows and verges to the east, south and west shall be retained, and further individual boundary trees added. Mitigation shall be provided in the form of new native hedgerows where sections are to be removed.

• Existing hedgerows shall be considered as opportunities for movement corridors and green links for residents, wildlife and water i.e potential to incorporate swales/ ditches to link to attenuation areas.

• Appropriate landscaping to be provided within front gardens, including hedges and shrubs. Provision of some back garden trees to be considered - focus on fruiting.
VILLAGE GREEN CHARACTER AREA

Built Character

The Village Green character area takes its name from the large areas to landscaping along the northern boundary and links created by the existing hedgerows.

The massing within this character varies from the Urban Edge, next to the existing residential developments, to Rural next to the open sports fields.

Architecturally the Village Green will be similar to the Northern Gateway giving some coherence along Brunton Road with housing fronting onto the road to improve the streetscene, which currently has a lack of housing frontage along the southern side of the road.

The material section will reference the traditional bungalows on Brunton Lane, using red brick and terracotta tile roofs. The majority of the housing will be detached or semi-detached set back from the street by front gardens and driveways with a range of curtilage treatments. Curtilage treatments will vary from predominately brick walls at the Urban Edge to predominately hedging along the Rural areas.

The building orientation will, wherever possible, front onto the main pedestrian routes along Brunton Road and the Green Route landscape corridor.
Legend

1. The boundary to the greenbelt, which consists of an existing hedgerow and some mature trees, will be maintained and enhanced. With housing fronting onto this landscaped area to further reinforce the distinction between greenbelt the development.
2. A pedestrian link from Brunton Road (and the existing pedestrian routes in the area) to the Green Route will help provide safe routes to school. Housing will be set back from the Green Route to allow for vehicular access and maintenance and orientated to mitigate noise levels from Kingston Park Stadium.
3. Access to the Village green character area will be along a wide primary access route with grass verges and pathways either side and designed in such a way as to avoid creating a ‘ratrun’ between Ponteland road and Brunton Road.
4. One of the hedgerows passing through the area appears to be in line with historic movement paths and field margins and will therefore be maintained, wherever possible, and enhanced to create a wildlife corridor and additional ‘green linkage’ between the Green Route and the rest of the development.
5. The location and orientation of the preindustrial waggon way will be referenced through the road layout and landscaping and link two of the pedestrian routes through the site.
6. A pedestrian link will be created from Brunton Road to Ponteland Road creating a ‘short cut’ for the proposed and existing communities between these two major movement routes and thereby increasing the walkability of the area.

Architectural Details

Traditionally referenced solid to void fenestration ratios with traditional eve details. The majority of housing will be two storey with some two storey with dormers in the roof space. The main living areas may have a bay windows on the front elevations.

In key focal areas mock chimneys can be used to increase detail in line with the precedent images and add to the interest of the roof scape. Roof pitches should vary using steeper angles particularly where gables are exposed.

Materials

A mixture of materials will be appropriate in this area to reference the existing architecture. The predominant material should be red brick with feature buildings in an alternative material such as buff brick or stone referencing the stone building in the area.

The stone could also be referenced through artsone window cills. Window frames should also be traditionally referenced sash style.

Roof materials should also vary to reference to slate, red and back tiles of the precedent buildings.

Architectural Details and Materials

Precedent images
Landscape Character

Key Characteristics:

- Boundaries are predominantly formed by a mature native hedgerows.

- Native structure/ buffer planting is evident adjacent to northern boundary, within Newcastle Falcons land, at various stages of maturity. This adds to the screening edge provided by the hedgerow.

- Relatively open, larger fields.

- Existing residential areas evident to south, along with Twin Farms Public House.

- East boundary adjacent to Newcastle Falcons stadium which is easily visible from this part of the site. Training facilities/ pitches associated with it are evident to the north and Bullock Steads is adjacent to the west boundary, although screened from view by a mature tree copse and tall coniferous hedge.
Landscape Guidelines

Key Considerations

- A landscaped and linked buffer zone shall be provided to the north of this area providing a defensible edge to the green belt. These areas are proposed to contain the SuDS proposals for the site which will be integrated into other functions of the spaces, including informal play and recreation, and the creation of a range of habitat types to complement those in adjacent spaces.

- Swales shall be located in open spaces and along hedgerows and will be linked to the proposed SuDS ponds where possible.

- Woodland planting is proposed within these areas and will soften the roofscape and form of the proposed houses in views from the north, north west and north east.

- These woodland belts, along with existing ones, shall effectively form the skyline feature in views from within, or in close proximity of the site and in more distant views from the east would help to integrate the proposals into the surrounding area and existing green infrastructure.

- Larger forest scale species shall be planted as advanced nursery stock within the woodland belts to the north east of the site to assist with filtering light from the adjacent stadium and grounds.
Waggonway Character Area
(within Village Edge Character Area)

Landscape Character

Key Characteristics

• Existing hedgerows to the east, west and internally. Existing hedgerow and structure planting to the north and boundaries associated with adjacent residential properties and Twin Farms to the south.

• Existing hedgerows and the waggonway (slightly raised) provide strong features running north to south creating a linear field system.

• Existing properties front onto Brunton Lane.

Illustrative Landscape diagram

Illustrative Section D-D

Existing woodland belt to north of site boundary

Buffer width = 15 - 35m

Proposed amenity space including walks and informal play

Proposed shared drive/ access road

Proposed front garden area

Proposed house
Landscape Guidelines

Key Considerations

- Hedges within this area shall remain in open space areas with at least one side being fronted onto by adjacent proposed houses.

- Consideration shall be given to acknowledging the route of the waggonway in proposed roads and shared drives. Interpretation could be provided in these locations and where the waggonway meets open spaces.

- Garden landscaping to adjacent properties shall take influences from the waggonway and surrounding hedgerows.

- The landscape buffer proposed to the north of the Village Edge character area will continue through the Waggonway area. Key spaces will be provided where the hedgerows and Waggonway meet this buffer.

- Landscaping and boundary treatments to front gardens will be in accordance with those of the Village Green Character area.

- Swales shall be located in open spaces and along hedgerows and will be linked to the proposed SuDS ponds where possible.
BULLOCKS STEADS CHARACTER AREA

Built Character

Bullocks Steads character area is adjacent to the Grade I Listed farmstead of the same name. The farmstead is characterised by its variation in building heights, building materials and courtyard layout. These characteristics will be reflected within the Bullocks Steads character area.

The massing the housing directly opposite the Listed buildings will be set back from Ponteland Road reflecting the courtyard arrangement. This massing combined with the existing tree copses to the north west and new planting and boundary feature will create a new western gateway to Kenton Bank Foot. The housing all along Ponteland Road will be set back from the road maintaining the existing landscape and feeling of openness.

The existing landscaping and hedgerows will be maintained and help define the character area. Pedestrian linkages will be made through the hedgerows ensuring the development is favourable sustainable modes of transport.

SUDS attenuation ponds will be placed within the Greenbelt land to the west of the area and will help form a natural landscape area to promote biodiversity in the area.

The area to the south of Ponteland Road will provide pedestrians with alternative routes between Kenton Bank Foot and Woolsington. With a footpath from the northernmost point of the area through ‘nature’ SUDS area as well as footpath of the southern side of the existing hedgerow along Ponteland Road.

A full significance assessment of the designated heritage assets, together with an assessment of the setting of the designated heritage assets (Bullock Steads Farm and Woolsington Park) will be undertaken as part of any formal planning application, which will be considered at the time of submission.
Legend

1. Pedestrian access at the northern most point of the area giving opportunities for links to Woolsington through a landscaped area promoting natural habitats.
2. Housing will front onto the ‘nature’ area and SUDS with a heavily planted boundary to define and establish to the new Greenbelt boundary.
3. Vehicular access to the north of Ponteland Road will link into the Village Green character area and onto Brunton Road.
4. Housing will have a significant setback from Ponteland Road, opposite the listed Bullocks Stead farm buildings to ensure the existing buildings remain the dominating feature. This landscaped area, which incorporates the existing tree cope to the west, will give way to housing which reflects the courtyard arrangement of the existing building creating an impressive gateway feature.
5. A series of landscaped areas and shared surfaces will offer pedestrians and cyclists an attractive alternative route along Ponteland Road to the south of the existing path and hedgerow.
6. A pedestrian and cycle route entrance will come off Ponteland road to the north and create an alternative route to Brunton Road, increase the pedestrian permeability of the area.

**Architectural Details**

A mixture of clipped and boxed eaves will be used to help create articulation of roofs within the streetscapes in reference to the original farm buildings.

Sash windows will be used with varying colours such as white and green to help create an organic feel to the area.

Mock chimneys will also be used on the housing to help reference the traditional theme within the character area.

**Materials**

The character of the adjacent Bullocks Steads farm buildings is reflected within this character area.

Bullocks Steads character area features a mixture of a light red and gold brick which is reflective of the adjacent farm buildings. A mixture of grey and red roof tiles will be used to help create a dialogue within the streetscape which will also help build the character of the area.

Sash windows will be used in both white and green to help create this character.

Art stone sills and lintels will provide further detailing to the housing elevations. There will also be rendered sections of the elevations around windows and door opening to create further detailing.
Landscape Character

Key Characteristics:

- Relatively large, open fields.
- The listed Buildings associated with Bullock Steads to the north of Ponteland Road.
- The rural character of Ponteland Road with hedgerows, boundary trees and walls evident along both sides.
- The woodland copse to the south of Ponteland Road and trees around Bullock Steads interrupting open views and forming almost a gateway setting to the existing buildings in this location.
- Relatively open views available north and south between Bullock Steads and Kenton Bank Foot, although due to the relatively level nature of the sites these are easily interrupted by trees/woodland copses.
Landscape Guidelines
Key Considerations

- Buildings shall be set back from Ponteland Road to retain the rural character of this route and allow for the establishment for a pathway inboard of the hedge to the west of the road. This footpath shall continue through the woodland copse and ecological mitigation area to improve off road links between Kenton Bank Foot and Woolsington.

- A more generous set back shall be considered adjacent to these buildings remain the most prominent features when travelling along Ponteland Road - respecting their setting.

- An ecological mitigation zone shall be provided for farmland birds to the west of this character area. This triangular field is required to contain a SUDS pond but other habitats such as scapes, hedgebanks, scrub and species rich grassland will be encouraged through development works and appropriate mitigation.

- A footpath shall be established through this area, along the route of an historic path, and will link to others proposed within the site, along Ponteland Road an in the surrounding area. A ditch and hedgebank shall be established to the inside of the path to restrict access to the ecological mitigation area. Gated access shall be provided for grazing of animals.

- Garden landscape features shall take influences from Bullock Steads Farm.

- Swales shall be located in open spaces and along hedgerows and will be linked to the proposed SUDS pond where possible.
STATION WAY CHARACTER AREA

Built Character

Station Way character area straddles the development area north and south of the Metro line. It addresses this potentially problematic constraint in a positive way by incorporating the required offset distance into an attractive landscaping and amenity element which housing can front onto.

The density and grain of the area vary with a denser development adjacent to existing residential area becoming less dense to west where the development will front on to the open fields and Greenbelt boundary.

The area to the south of the Metro line is defined by the existing mature hedgerows and trees along the field boundaries which will help distinguish this character area from the Southern Gateway to the south.

A landscaped area, to the west, within the Greenbelt will contain a SUDS retention pond and will help strengthen the Greenbelt boundary whilst connecting the new development sensitively to the countryside.

Denser development to the north of the Metro line will take advantage of its proximity to Kenton Bank Foot Metro station with a pedestrian access in the north east corner connecting to a series of pedestrian dominated routes.
Legend

1. The character area will be accessed, from the south, via the existing gap in the hedge which is framed by mature trees.
2. SUDS ponds to the west of the area, positioned within the Greenbelt, will create a substantial buffer between the built form and the open fields within the Greenbelt. The adjacent dwellings will front on to the area further enhancing the Greenbelt edge as well assisting with maintenance of the area.
3. Large landscaped areas bordering the Metro line will house public amenities as well creating an acoustic barrier to passing trains and forming part of the larger Green Route connecting the whole NGA.
4. A pedestrian link through the landscaped SUDS area will connect the area to the south of the Metro line to Ponteland Road via Black Lane and Green Lane.
5. Dwelling to east will back on to the existing residential development along Station Road to provide privacy the existing residents. An additional landscape buffer will enhance the existing boundary planting.
6. New pedestrian/cycle link to the existing cycle network which passes under the metro line.

Architectural Details

Traditionally referenced solid to void fenestration ratios with traditional eve details. The majority of housing will be two storey with some two storey with dormers in the roof space.

Dormer roof details and door canopies continue to reference the traditional feel of the area as well as the use of bay details. Mock chimneys will also be used on the housing to help reference the traditional theme within the area and add interest to the roofscape. Roof pitches should vary using steeper angles particularly where gables are exposed.

Materials

The Station Way Character Area will reference the nearby houses on Station Road. The traditional style of the bungalows will be reflected by the use of red bricks, red roof tiles and panels of render within the character area.

Cream Hardie planking, render and wood panels will be used on the house elevations to provide further detailing around window and door openings.
Landscape Character

Key Characteristics

- Large, relatively open fields with some existing hedge field boundaries intact, particularly to the west. There are opportunities to enhance the existing low character of these fields.

- Metro line dominant, effectively dividing these two parcels of land. Boundary treatment to the metro line currently consist of post and wire/rail fence only. Closeboarded fence is evident where the route lies adjacent to existing properties.

- Existing houses to the east of this area back on to the fields.

- A wide verge and hedgerow, linking to a woodland copse are evident to the south of this area.

Illustrative Section F2-F

Buffer width = 12 - 20m

Illustrative Section F3-F

Buffer width = 12 - 20m
Landscape Guidelines

Key Considerations

- Landscape areas shall be created along the Metro Line offering opportunities for the development of activity/ wildlife corridors. Proposed housing shall front onto these areas and existing hedgerows and pedestrian routes through the developments will provide green corridors linking these to other spaces to the north and south. There is the opportunity for these to also become part of a circular route with footpaths/ multi-user routes proposed.

- Recreational features to be incorporated into these spaces shall include structure planting, mounding/ changes of level, natural play areas, community gardens, orchards and event/ social spaces. Larger spaces shall be provide where other green corridors join this area.

- 1.8m high boundary treatments shall be installed adjacent to Metro Line on both sides. The type to be used may vary along the alignments and is to be agreed with Nexus. These boundaries shall be integrated into the landscape proposals where possible ie section of gabion fence providing edges to outdoor spaces and opportunities for ecological benefits.

- Proposed houses shall back on to existing back gardens along the south eastern boundary.
**Built Character**

Proximity to the Kenton Bank Foot station and Station Road allow for opportunity to create higher densities within this character area to promote a walkable community on the edge of the countryside.

The area to the north of Station Road is separated from the Station Way character area by a mature hedgerow and some mature trees with an existing gap in the hedgerow forming a gateway feature to separating the two areas. Coupled with the development area to the south of Station Road the Southern Gateway character area will create a gateway to Kenton Bank Foot from the South West and the A696.

A dene runs along the eastern boundary of the character area and provides an opportunity for a pedestrian link into the existing network of paths. This link would also enable existing residents to the west to access Station Road and the proposed pedestrian routes through the Station Way area and onto the open fields beyond.

The urban grain within these areas will be denser than in other areas of the masterplan with short linear blocks. However it will still maintain a sense of openness by looking out on to the existing landscape features which will be maintained and enhanced.
Legend

1. To the south of Station Road the housing will be set back from the A696 dual carriageway to the south and will utilise the existing landscaping and proposed fencing to provide an acoustic barrier.
2. A pedestrian link from the cycle and pathway to the east of the character area will formalise an existing informal desire line and increase pedestrian permeability in the area.
3. Pedestrian access from Station Road is positioned to minimise walking distance to and from Kenton Bank Foot station and utilises existing breaks in the existing hedgerows and landscaping.
4. To the north of Station Road housing will front onto the existing mature landscaping, trees and hedgerow which separate the area from the A696 dual carriageway to help mitigate against noise and also provide passive surveillance to agricultural access which will also be used as a pedestrian route to the countryside beyond.
5. Existing mature trees and hedgerow will help form a gateway to the neighbouring, station Way character area and form part of the Green Route which the houses will front on to provide passive surveillance and aid with access for maintenance purposes.
6. A ‘country lane’ will be created to provide access to the agricultural fields to the west.

Architectural Details

All canopy and dormer details to reflect a more modern approach with clipped eves and minimal, clutter free, detailing.

Curtilage treatment on the access roads will be a contemporary estate rail with brick walls at strategic points such road junctions and to give privacy to corner turning gables. Where housing fronts onto landscaped routes and public open space hedging and hedging with estate rails can be used.

Materials

The buildings will form an ideal southern gateway into the NGA with their bold detailing and modern approach.

A variety of red brick, hardie planking or timber detailing to the housing elevations around window openings adding character to the housing.

Render will also be used which will provide further texture to the housing elevations whilst being used as an alternative method of feature detailing around windows and doors.

Window and door frame colours should also be used to convey a modern style, such as using a dark grey colour.
Landscape Character

Key Characteristics

• Smaller, contained fields to the north and south of Brunton Lane, bounded to the west by the A69.

• Hedgerows and structure planting evident on the majority of boundaries.

• Existing properties, particularly to the west of Brunton Lane, are set back from the road.

• Localised changes of level evident within both sites.
Landscape Guidelines

Key Considerations

- An entrance green and recreational areas shall be provided to the entrance of the north site to respect the character of the existing residential edge and restrict built development in the vicinity of old mine shafts.

- Any hedgerows removed due to accesses required to the sites shall be mitigated by providing new native hedgerows along the required visibility splays, continuing the line of the hedge row.

- A green lane shall be provided along the boundary of the north site with the A69 to provide a multi-user access and tractor route to other parts of the site, and beyond. Structure planting shall be provided to the A69 side of this to enhance visual filtering of this edge.

- Green links shall be provided via existing hedgerows and woodlands with formal and informal paths links to opens spaces within the site and networks in the surrounding areas. Key open spaces shall be provided at entrances and intersections of green links.

- Natural/visually sensitive acoustic mitigation measures, such as living willow panels, shall be incorporated into the landscape framework where the character area boundaries lie adjacent to the A69.

- Landscaping within garden spaces to take influences from existing features.
Street design

Within the proposed development the streets need to accommodate pedestrians, cyclists, delivery/service vehicles and cars. This Masterplan accords with the general principles of Newcastle City Council’s “Design and Construction of Roads and Accesses to Adoptable Standards (March 2011, to be updated by the 2016 Guidance).

The Masterplan identifies a clear street hierarchy in accordance with NCC guidelines:

- Residential Street with bus route
- Residential Street
- Shared Surface Street
- Home Zone
- Private Driveways

The detailed applications for the development phases will accord to NCC’s additional Guidance Documents:

- Transport Assessments, Travel Planning and Parking (October 2015)
- Section 38 Agreements - Developer Guidance (October 2015)
- Section 278 Agreements - Developer Guidance (October 2015)
- Provision of Waste and Recycling Collection and Storage Facilities

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<th>Traffic Type</th>
<th>Residential Street with Bus Routes*</th>
<th>Residential Street</th>
<th>Shared Surface Street</th>
<th>Home Zone</th>
<th>Private Driveways</th>
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<tr>
<td>Road Crossing</td>
<td>Formal, i.e. Zebra, signals, refuge</td>
<td>Dropped kerbs &amp; tactile paving</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

* Should it be proved that a link road is required between phases 2a & 3a, through independent audit, this specification has been agreed.
Road Hierarchy

The adjacent diagram illustrates a possible road hierarchy with the residential streets branching off into shared surfaces and then in some cases into Homezones and/or private drives.
Residential Street (Primary Street)

Avenues will be used to access the development areas with wide (5.5m) roads with pathways either side. In the of the larger character areas (Waggon Way, Bullock Stead and Station Way) grass verges will also be included on one or both sides.

The Avenues will serve clusters of residential development, it is anticipated that cyclists will generally be accommodated on the carriageways, as recommended in the Manual for Streets except where traffic demand is sufficient to justify segregated provision.

Parallel on-street parking will also serve to calm traffic using these streets while supplementing dedicated on-plot car parking provision.
Shared surface (Secondary Street)

Local residential streets will promote pedestrian priority. They will typically have a minimum carriageway width of 4.8m with footways to either side. It is anticipated that cyclists will be accommodated on the carriageways as recommended in the Manual for Streets. Parallel on-street parking will also serve to calm traffic using these streets while supplementing dedicated on-plot car parking provision.

In some cases where they are adjacent to landscape routes the footpath will be single sided with the opposite pedestrian footpath within the landscape route.
Homezone (tertiary routes)

These access only streets are 4.8 metres wide, with an additional 2 metres either side for footpath or service strips, are shared vehicular and pedestrian surfaces. The detailed design and character of individual streets and mews streets will depend on local context. They may incorporate on-street parking provision.
Private Drives

These are access only streets are 4.8 metres wide with shared vehicular and pedestrian surfaces with a variation of surface materials. The number of dwellings accessed off a private drive will be in accordance with the latest design guidance and will largely be on plot parking with an element of ‘informal’ parallel visitor parking. Private roads will be designed to accommodate sufficient manoeuvring space from house drives.
INFR ASTRUCTURE DELIVERY PLAN AND PHASING
Infrastructure Delivery Plan and Phasing

Planning Application Strategy

As the Neighbourhood Growth Area is owned by a number of different developers/landowners it will not be possible to submit a single comprehensive planning application for the entire area. This comprehensive master planning document has been prepared in order to demonstrate a well-designed and sustainable residential development will be delivered with all of the required infrastructure irrespective of the developer/landowner. As a result of the differing developers/landowners involved with the delivery of the proposed development, a number of different planning applications will be submitted as set out in the table below:

### Section 106 & Community Infrastructure Levy

Separate Heads of Terms will be set out accompanying each individual planning application in order to ensure that the necessary infrastructure is delivered in accordance with the timescales established in the Infrastructure Delivery Plan. Each developer will pay commuted sums on a pro-rata basis through individual Section 106 Agreements. It is anticipated that four applications will come forward to deliver the eight phases, which will allow for four separate sets of financial contributions to be made towards identified and justified improvements to local facilities and services, alongside one further set of contributions. This would be in accordance with the Community Infrastructure Levy Regulations restricting the number of pooled contributions to five and demonstrates that the necessary infrastructure can be delivered by the development.

Whilst the 'Developer/Trigger' is identified for each of the key pieces of infrastructure within the IDP, the timing of these triggers will be subject to the separate Section 106 agreements and the triggers established within these documents i.e. pre-commencement, pre-occupation, upon completion etc.

### Affordable Housing

The proposed development will deliver 15% affordable housing as required by policy CS11 of the Core Strategy and Urban Core Plan. The affordable housing will be delivered either on-site or off-site, as shown in the table below so that overall 7.5% of the requirement will be delivered within the proposed development and an equivalent 7.5% delivered off-site, via commuted sums:

<table>
<thead>
<tr>
<th>Phase</th>
<th>On-site Provision (units)</th>
<th>Off-site Provision (units)</th>
<th>Developer/Trigger</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a</td>
<td>14</td>
<td>0</td>
<td>Taylor Wimpey/Secured by S106 Agreement</td>
</tr>
<tr>
<td>1b</td>
<td>4</td>
<td>0</td>
<td>Cussins/ Secured by S106 Agreement</td>
</tr>
<tr>
<td>2a</td>
<td>20</td>
<td>0</td>
<td>Taylor Wimpey/Secured by S106 Agreement</td>
</tr>
<tr>
<td>2b</td>
<td>0</td>
<td>9</td>
<td>Taylor Wimpey/commuted sum to be paid by developer as agreed in S106 agreement</td>
</tr>
<tr>
<td>2c</td>
<td>15% of total</td>
<td>0</td>
<td>Avant/ Secured by S106 Agreement</td>
</tr>
<tr>
<td>3a</td>
<td>15</td>
<td>0</td>
<td>Taylor Wimpey/Secured by S106 Agreement</td>
</tr>
<tr>
<td>3b</td>
<td>0</td>
<td>20</td>
<td>Taylor Wimpey/commuted sum to be paid by developer as agreed in S106 agreement</td>
</tr>
<tr>
<td>3b</td>
<td>0</td>
<td>20</td>
<td>Taylor Wimpey/commuted sum to be paid by developer as agreed in S106 agreement</td>
</tr>
</tbody>
</table>

*Application A will consist of a hybrid planning application with Phase 1a in detail and phases 2a, 3b and 4/2d in outline.

** Approximate number considered for the purposes of master planning the sites in line with Core Strategy Policy NN2 and subject to detailed design and subsequent planning applications.
Phasing

The phasing will see the deployment delivered by eight separate phases over a 14 year period as indicated on the table below, with the necessary infrastructure delivered in accordance with the triggers set out under the Infrastructure Delivery section below.

The proposed phasing of the development will be led by the drainage strategy as indicated on the Infrastructure Delivery Plan which follows.

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>1a</td>
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<td>2a</td>
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<td>2b</td>
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<td>2c</td>
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<td>4/2d</td>
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</tbody>
</table>
Infrastructure Delivery

In order to secure the delivery of the Masterplan and the strategic and necessary infrastructure that will be required to support the development, we have set out below the key pieces of infrastructure that will need to be delivered and identified what, how, when and who will be involved in its delivery. Each of these key pieces of strategic and necessary infrastructure will be delivered in accordance with the accompanying phasing plan which sets out the timing and order of which the development will be delivered between 2016 – 2030.
Flood Management and Drainage Strategy

The development will manage surface water such that the flow rate is significantly reduced by developing the site.

This is achieved by use of SUDS features to hold and restrict the discharge of water.

The development collects surface water from existing hardstanding areas, and removes this from the public combined sewer – which reduces flood risk downstream.

Management and Maintenance

SUDS features and the drainage network will be maintained for the life of the development using a combination of the following:

- Management Company – responsible for the maintenance of the main suds areas and landscape areas.
- Northumbrian Water – responsible for the underground public storm and foul sewer network under section 104 agreement.
- Newcastle City Council – responsible for highway drainage and features such as highway swales.

Agreement documents and maintenance schedules will be prepared during the detailed design of each phase of the development.

The drainage infrastructure will be delivered as set out in the table below unless the proposed drainage scheme dependent upon third party land is found not to be deliverable, in which case alternative arrangements will need to be provided that meet the requirements of the Local Lead Flood Authority.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Surface Water</th>
<th>Foul Water</th>
<th>SUDS</th>
<th>Developer/Trigger*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a</td>
<td>This is the first phase which has the ability to remove surface water flow from the existing combined public sewer. This removal of surface water reduces flood risk in the public sewer network, but also generates capacity for new foul flow from the development.</td>
<td>Foul water from this phase is to be discharged to the combined sewer within Brunton Road.</td>
<td>SUDS basin to be located at the north western corner of the Taylor Wimpey site due to proximity of outfall location.</td>
<td>Taylor Wimpey/Delivered in accordance with planning condition(s)</td>
</tr>
<tr>
<td>1b</td>
<td>To drain in to new off-site sewer located to the north of the phase before heading to the Ouseburn. Formal requisition or tripartite easement required between Taylor Wimpey, Cussins and landowner.</td>
<td>Foul flows to discharge into the existing combined sewer. Capacity is generated by removal of surface water from the Falcons pitch and car park by Taylor Wimpey.</td>
<td>SUDS basin to be located on land adjacent to north western corner of the site due to proximity of outfall location.</td>
<td>Taylor Wimpey/Cussins/Landowner Delivered in accordance with planning condition(s)</td>
</tr>
<tr>
<td>2a</td>
<td>Further removal of surface water from the public combined sewer is achieved in this phase, the result of which generates sufficient capacity to accommodate foul flow from all of the remaining phases. Surface water from this phase is discharged to the Ouseburn.</td>
<td>Foul water from this phase is to be discharged to the combined sewer within Brunton Road.</td>
<td>SUDS basin to be located at the northern boundary of phase 2a. This will also accept flows from the future phase 3a basin.</td>
<td>Taylor Wimpey/Delivered in accordance with planning condition(s)</td>
</tr>
<tr>
<td>2b</td>
<td>Further removal of surface water from the public combined sewer is achieved in this phase, the result of which generates sufficient capacity to accommodate foul flow from all of the remaining phases. Surface water from this phase is discharged to the Ouseburn.</td>
<td>Foul water from this phase is to be discharged to the combined sewer within Brunton Road.</td>
<td>SUDS basin to be located at the western and north western area of phases 2b and 3b.</td>
<td>Taylor Wimpey/Delivered in accordance with planning condition(s)</td>
</tr>
<tr>
<td>2c**</td>
<td>To drain to the existing public sewer network in accordance with NWL agreement. NWL have confirmed temporary foul capacity into the existing combined sewers on site. A long term foul water strategy will be agreed with NWL following investigations into local foul and combined sewer capacity.</td>
<td>Options for SUDS will be investigated at the planning application stage.</td>
<td>** Phase 2c may come forward sooner subject to agreement being reached with NWL regarding drainage and foul water discharge</td>
<td>Avant / Delivered in accordance with planning condition(s)</td>
</tr>
<tr>
<td>3a</td>
<td>Surface water is to connect to the phase 2a suds and convey flow to the Ouseburn.</td>
<td>Foul water is to discharge into the phase 2a foul drainage – and into the combined sewer at Brunton Road.</td>
<td>SUDS basin to be located at the northern boundary of phase 3a. This will discharge into phase 2a suds basin.</td>
<td>Taylor Wimpey/Delivered in accordance with planning condition(s)</td>
</tr>
<tr>
<td>3b</td>
<td>To drain into the existing watercourse at the north eastern boundary of this phase.</td>
<td>To drain into the foul infrastructure within phase 4. The(385,697),(487,747)</td>
<td>SUDS basin to be located at the western and north western area of phase 3b.</td>
<td>Taylor Wimpey/Delivered in accordance with planning condition(s)</td>
</tr>
<tr>
<td>4/2d</td>
<td>Surface water is to discharge to the existing unnamed watercourse at the western boundary, which conveys flows to Hayley Dene (and then to The Ouseburn).</td>
<td>Foul water is to discharge into the phase 3a &amp; 2a foul drainage – and into the combined sewer at Brunton Road.</td>
<td>SUDS basin to be located at the western and north western area of phase 4.</td>
<td>Taylor Wimpey/Delivered in accordance with planning condition(s)</td>
</tr>
</tbody>
</table>

Indicative triggers are provided and may be subject to change during future Section 106/CIL negotiations.

** Phase 2c may come forward sooner subject to agreement being reached with NWL regarding drainage and foul water discharge.
Site Access Junctions and Local Highway Infrastructure (excludes Off-site Junction Improvements)

The proposed development will deliver a number of off-site highways works in order to improve local transport routes and mitigate against the impacts of the proposed development. There may also be additional highway improvements necessary to support the delivery of the housing and these will be identified through the planning application process. The following table sets out the works that will be delivered.

A stage 1 independent Road Safety Audit will be provided for all new junctions and highway modifications as part of the supporting Transport Assessments for the planning applications.
<table>
<thead>
<tr>
<th>Phase</th>
<th>Footpaths/Cycleways**</th>
<th>Traffic Calming</th>
<th>Other</th>
<th>Developer/Trigger*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a</td>
<td>A 2.0m footway along the eastern site frontage connecting to Phase 1b &amp; also at the southern end of the site frontage connecting south to the Newcastle Falcons access. A 3.0m shared foot/ cycleway on the north side of Brunton Road in the vicinity of the site access with a proposed toucan crossing located some 66m to the south west. The 3.0m foot/ cycleway will also connect internally to Phase 1b. The southern side of Brunton Road south of the new toucan crossing will be upgraded to a 3.0m shared foot/ cycleway connecting to Windsor Way.</td>
<td>Relocating the existing traffic calming on Brunton Road some 18m to the south.</td>
<td>Travel Plan</td>
<td>Taylor Wimpey/ 2017/2018</td>
</tr>
<tr>
<td>1b</td>
<td>Widening the existing footway to 2.0m along the site frontage (south of access) of Brunton Lane &amp; connecting to Phase 1a. The northern side of the access road will be a 3.0m wide shared foot/ cycleway connecting internally to Phase 1a. To the north of the access the footway on Brunton Lane will be widened to a 3.0m shared foot/ cycleway connecting to the Kingston Park Road roundabout with provision to access the farm access road give way. This facilitates future connection to Newcastle Great Park. Consideration will be given to the creation of a footway cycle path running north south from Kingston Park Road, down Brunton Lane and connecting with Brunton Road, in order to comply with Council planning policy and ambitions for a strategic cycle link.</td>
<td></td>
<td>Travel Plan</td>
<td>Footway &amp; foot/ cycleway – Cusins/ 2017/2018</td>
</tr>
<tr>
<td>2a</td>
<td>A 2.0m footway along the site frontage, connecting to the existing PUFFIN crossing to the east near to Falcons car park. A 3.0m shared foot/ cycleway will connect from the site to this PUFFIN crossing and it is proposed to upgrade to a Toucan crossing enhancing the connection to towards Brunton Park Primary School and W Indoor Way. Immediately on the south side of Brunton Road the footway will be widened to a 3.0m foot/ cycleway connecting north east to W Indoor Way completing the connectivity with Phases 1a and 1b. An additional shared foot/ cycleway will be provided at the western end of the site connecting to a residential lay-by arrangement. A new refuge island immediately east of Teddington Close will be provided and conversion of the grass verge to footway will be into existing footway on south side for an additional connection to Brunton Park Primary School.</td>
<td>Retain the existing traffic calming on Brunton Road, or replace with speed cushions near to the proposed refuge island. Details to be agreed with NCC.</td>
<td>Travel Plan</td>
<td>Footways and shared foot/ cycleways – Taylor Wimpey/ 2020</td>
</tr>
<tr>
<td>2b</td>
<td>A 3.0m shared foot/ cycleway on Station Road connecting south westwards to the A1696 overbridge (a future connection to the Upper Callerton Policy NN1 improvement scheme) and north eastwards to the minor access road serving 3 dwellings. A pedestrian refuge island to the west of the access and a 2.0m footway connection to the existing footway on south side. A wide pedestrian/ cycle refuge island to the east of the access on Station Road for a direct connection to Phase 2c. Internally a 3.0m shared foot/ cycleway connection to Black Lane near Woolston.</td>
<td></td>
<td>Travel Plan</td>
<td>Foot/ cycleways and refuge islands on Station Road – Taylor Wimpey/Persimmon/ 2023/2024 Foot/ cycleway connection to Black Lane (Woolston) – Taylor Wimpey/ 2028/2029</td>
</tr>
<tr>
<td>2c</td>
<td>A 3.0m shared foot/ cycleway connection to the refuge island on Station Road (as above) which internally will connect to the traffic free cycle path at the south west corner of the site (to the west of Linacre Close) and also at the north eastern corner.</td>
<td></td>
<td>Travel Plan</td>
<td>Foot/ cycleways on south side of Station Road – Avant/ Part of 278 Pre Commencement Foot/ cycleway connection to traffic free path – Avant/ Part of 278 Pre Commencement</td>
</tr>
<tr>
<td>3b</td>
<td>As 2b above.</td>
<td></td>
<td>Travel Plan</td>
<td>As 2b above.</td>
</tr>
<tr>
<td>3a</td>
<td>A 3.0m shared foot/ cycleway at the southern corner of the site (adjacent Twin Farms pub) connecting to a new toucan crossing on Ponteland Road for a connection to Phase 4/2d. Internally this connects to Phase 2a. A shared foot/ cycleway connection at the north west corner of the site also connecting to Ponteland Road. Two dropped kerbs and tactile paving crossings on Ponteland Road for additional connections to Phase 4/2d.</td>
<td></td>
<td>Travel Plan</td>
<td>Foot/ cycleways on north side of Ponteland Road – Taylor Wimpey/ 2024</td>
</tr>
<tr>
<td>4/2d</td>
<td>A 3.0m shared foot/ cycleway running parallel to Ponteland Road (south of hedges) across the full site frontage. A shared foot/ cycleway connection to the toucan crossing at the south eastern corner of the site for a direct access to Phase 3a. Additionally three dropped kerbs and tactile paving crossings on Ponteland Road for connections to Phase 3a and for northbound movement to Woolston.</td>
<td></td>
<td>Travel Plan</td>
<td>Foot/ cycleways on south side of Ponteland Road – Taylor Wimpey/ 2018/2019 Toucan crossing – Taylor Wimpey/ 2018/2019</td>
</tr>
</tbody>
</table>

*Indicative triggers are provided and may be subject to change during future Section 106/CIL negotiations

** Footpath/cycleways details to be agreed during the planning application process
Public Transport Improvements

The proposed development will also deliver a range of public transport measures in order to reduce car reliance and minimise the number of vehicles using the local highway network. Discussions are ongoing with Nexus regarding Metro Station facilities and spare passenger capacity. Discussions with Stagecoach have confirmed that all of the existing services can accommodate the predicted bus passenger increases and improvements to existing and proposed bus stops have been discussed and agreed in principle subject to Ward Member and Newcastle Highways approval. Any additional improvements to the public transport system identified through the planning application process will be secured either through planning conditions or appropriate legal agreements. The following public transport improvements will be delivered in accordance with the timetable set out below.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Bus Stops</th>
<th>Developer/Trigger*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a</td>
<td>Installation of raised kerbs at the westbound Brunton Road stop and the southbound Windsor Way bus stop.</td>
<td>Taylor-Wimpey (89%), Cusins (3%) &amp; Avant (8%)</td>
</tr>
<tr>
<td>1b</td>
<td>As 1a above.</td>
<td>Taylor-Wimpey (89%), Cusins (3%) &amp; Avant (8%)</td>
</tr>
<tr>
<td>2a</td>
<td>Relocation of existing flag and pole bus stop on Brunton Road &amp; raised kerbs.</td>
<td>Taylor-Wimpey (89%), Cusins (3%) &amp; Avant (8%)</td>
</tr>
<tr>
<td>2b</td>
<td>Two new bus lay-bys with cantilever shelters and raised kerbs adjacent to the site accesses.</td>
<td>Taylor-Wimpey (89%), Cusins (3%) &amp; Avant (8%)</td>
</tr>
<tr>
<td>2c</td>
<td>Installation of raised kerbs at the southbound Windsor Way bus stop.</td>
<td>Taylor-Wimpey (89%), Cusins (3%) &amp; Avant (8%)</td>
</tr>
<tr>
<td>3a</td>
<td>Installation of raised kerbs at the southbound Ponteland Road bus stop.</td>
<td>Taylor-Wimpey (89%), Cusins (3%) &amp; Avant (8%)</td>
</tr>
<tr>
<td>4/2d</td>
<td>Relocation of the northbound bus shelter near the Twins Farm public house with a new ½ width bus lay-by and raised kerbs. A 2.0m footway connection will also be provided to the existing northbound bus lay-by near Bullock Steads.</td>
<td>Taylor-Wimpey (89%), Cusins (3%) &amp; Avant (8%)</td>
</tr>
</tbody>
</table>

*Indicative triggers are provided and may be subject to change during future Section 106/CIL negotiations and are also subject to policy viability test.

![Public Transport Improvements Plan](image-url)

- Installation of raised kerbs at the southbound Ponteland Road bus stop
- Installation of raised kerbs at the northbound Windsor Way bus stop
- New access junction
- New foot/cycleway
Off-site Highway Works (excluding site accesses)

The table below provides a summary of the proposed off-site highways works that will be delivered. The timing of these works are identified in the Newcastle Strategic Land Release – Strategic Highways Study dated November 2015 produced by JMP (Table 10.1):

Based on the JMP report, improvement will be needed at the Junction A, Ponteland Road/ Brunton Road, and its improvement scheme in the table an Access Road linking Phases 2a and 3a is being considered, and a potential route is indicated on the plan. In addition the access to Phase 3a and 4/2d may be brought together to form a signal controlled junction on Ponteland Road. The potential route of the Access Road is indicative at present, and to encourage its use, either traffic calming on Brunton road (between Ponteland Road and Phase 2a access) may be needed, or its closure to through traffic. These proposals will be subject to further technical work and analysis.

Key

Newcastle City Council’s Strategic Highways Study - Off-Site Highway Works (excluding site accesses)

- In 10 A1/A167 Ponteland Road/ A166 Interchange – 2018
- In 11 A1/ Kingston Park Road Interchange - 2030
- In 16 Kingston Park Road/ Broadway - 2016
- In 17 Kingston Park Road/ Fawdon Lane/ Belkay Gardens - 2030
- In 22 Brunton Lane/ Brunton Road - 2027
- In 32 B6918 Ponteland Road/ Station Road - 2030

Additional off-site junctions with improvements by Taylor Wimpey

- In A B6918 Ponteland Road/ Brunton Road - 2030
- In B Brunton Lane/ Kingston Park Retail Park/ Tesco Extra - 2018
<table>
<thead>
<tr>
<th>Junction</th>
<th>Type of Improvement</th>
<th>Developer/Trigger*</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 A1(T)/ A696/ A167 Ponteland Road – grade separated interchange.</td>
<td>Carriageway widening, revised lane dedications &amp; island relocation at A1(T)/ A696/ A167 interchange.</td>
<td>Taylor-Wimpey (89%), Avant (8%) and Cussins (3%)/ Commuted sum to be paid via Section 106 Agreement in accordance with the Council’s Strategic Highway Study 2018</td>
</tr>
<tr>
<td>11 A1(T)/ Kingston Park Road – grade separated interchange.</td>
<td>Signalisation of the A1(T)/ Kingston Park Road interchange and widening Kingston Park Road (east side of A1(T)) to four lanes.</td>
<td>Taylor-Wimpey (89%), Avant (8%) and Cussins (3%)/ Commuted sum to be paid via Section 106 Agreement in accordance with the Council’s Strategic Highway Study 2016</td>
</tr>
<tr>
<td>17 Kingston Park Road/ Fawdon Lane/ Belsay Gardens – staggered traffic signals.</td>
<td>Replace mini roundabout with a conventional roundabout.</td>
<td>Taylor-Wimpey (89%), Avant (8%) and Cussins (3%)/ Commuted sum to be paid via Section 106 Agreement in accordance with the Council’s Strategic Highway Study 2016</td>
</tr>
<tr>
<td>16 Kingston Park Road/ Broadway – Conventional roundabout.</td>
<td>New traffic signals, carriageway widening.</td>
<td>Taylor-Wimpey (89%), Avant (8%) and Cussins (3%)/ Commuted sum to be paid via Section 106 Agreement in accordance with the Council’s Strategic Highway Study 2027</td>
</tr>
<tr>
<td>22 Brunton Road/ Brunton Lane – priority junction.</td>
<td>New traffic signals, minor carriageway widening.</td>
<td>Taylor-Wimpey (89%), Avant (8%) and Cussins (3%)/ Commuted sum to be paid via Section 106 Agreement in accordance with the Council’s Strategic Highway Study 2030</td>
</tr>
<tr>
<td>52 B6918 Ponteland Road/ Station Road – priority junction.</td>
<td>Subject to identifying a safe solution to the junction improvements, new traffic signals and minor carriageway widening will be proposed.</td>
<td>Taylor-Wimpey (89%), Avant (8%) and Cussins (3%)/ Commuted sum to be paid via Section 106 Agreement in accordance with the Council’s Strategic Highway Study 2030 (in-coordination with Jn 52)</td>
</tr>
<tr>
<td>A B6918 Ponteland Road/ Brunton Road – priority junction.</td>
<td>Re-mark M&amp;S access road lane dedication.</td>
<td>Taylor-Wimpey (89%), Avant (8%) and Cussins (3%)/ Commuted sum to be paid via Section 106 Agreement in accordance with the Council’s Strategic Highway Study 2018</td>
</tr>
</tbody>
</table>

*Indicative triggers are provided and may be subject to change during future Section 106/CIL negotiations and are also subject to policy viability test.

**Education**

Subject to robust and justified evidence being prepared by Newcastle City Council, contributions towards the delivery of necessary primary school education provision at local schools in the area and secondary education provision will be delivered by an appropriate Section 106 agreement or Community Infrastructure Levy payment by the respective developer on a pro-rate basis (Taylor-Wimpey 89%, Avant 8% and Cussins 3%). Any payments will be subject to necessary trigger points as set out within the respective Section 106 Agreement and may be subject of a viability assessment.
Public Open Space & Strategic Landscaping

The proposed development will see the delivery of all required public open space delivered within each phase with the exception of playing pitches, and potentially allotments, which will be provided by financial contributions towards an off-site location (as set out under Saved Policy OS1.2 of the Unitary Development Plan).

Playing pitches are to be provided by either a) community use agreement with Newcastle Falcons to use land at Bullocksteads with financial contributions made via a commuted sum on a proportionate basis (Taylor-Wimpey 89%, Avant 8% and Cussins 3%) towards new playing pitch facilities or b) demonstrate that an alternative scheme for equivalent provision can be provided in the area. Either option would be delivered and secured via a S106 Agreement and Memorandum of Understanding between the parties.

In addition, strategic landscaping will also be delivered across the proposed development in order to mitigate against the potential impact on views and the loss of openness in the wider area.

The figures provided within each phase of the masterplan currently exclude playing fields and allotments as financial contributions are likely to be provided to deliver them off-site. The Council advised that we used a figure of 2.75 number of persons per household as an average as opposed to a figure of 2.3 persons per household on average as used to calculate the UDP requirements. Based on this higher figure the total provision for Local Open Space/ Doorstop Space and Equipped Play to be provided on site was therefore calculated to be 3.04ha. The public open space currently provided within the proposed masterplan, and other strategic landscaping, will be delivered in accordance with the table below:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Public open Space (type)</th>
<th>Amount of POS (%)</th>
<th>Strategic Landscaping</th>
<th>Developer/Trigger**</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.342ha (9.2%)</td>
<td>0.12ha</td>
<td>Taylor-Wimpey/2018 - 2019</td>
</tr>
<tr>
<td>1b</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.110ha (10.3%)</td>
<td>0.28ha</td>
<td>Cussins/2017</td>
</tr>
<tr>
<td>2a</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.810ha (14.7%)</td>
<td>0.18ha</td>
<td>Taylor Wimpey/2022-2023</td>
</tr>
<tr>
<td>2b</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.322ha (10.5%)</td>
<td>0.60ha</td>
<td>Taylor Wimpey/2021</td>
</tr>
<tr>
<td>2c</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.250ha (8.9%)</td>
<td>0.25ha</td>
<td>Avant/2017</td>
</tr>
<tr>
<td>3a</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.57ha (13.5%)</td>
<td>0.16ha</td>
<td>Taylor-Wimpey/2024-2025</td>
</tr>
<tr>
<td>3b</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.920ha (9.6%)</td>
<td>0.35ha</td>
<td>Taylor-Wimpey/2025-2026</td>
</tr>
<tr>
<td>4/2d</td>
<td>Local open space, allotments* &amp; equipped play</td>
<td>1.070ha (15.5%)</td>
<td>0.57ha</td>
<td>Taylor Wimpey/2029-2030</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>4.394ha</td>
<td>2.51ha</td>
<td></td>
</tr>
</tbody>
</table>

*Opportunities are being explored for the provision of off-site contributions for allotments. If these options are found to be unfeasible in providing the full or partial allocation of this open space type, up to 1.32ha of adjacent greenbelt land could be utilised to fulfil this requirement.

**Indicative triggers are provided and may be subject to change during future Section 106/CIL negotiations. Triggers represent the time at which the majority of the open spaces would be provided, however the appropriate timing for its delivery will be identified through the planning application process.

Management & Maintenance

Community involvement is an important factor in ensuring housing estates and landscaping become places to enjoy and value. It is the intention to encourage as much community involvement as possible in the safeguarding of their spaces, and to ensure they remain at a high standard. As part of the community involvement a levy will be set up in order to fund long term management, maintenance and improvements to the proposed green infrastructure and amenities which will be undertaken by an appointed Management Company. This levy will form part of a legal agreement written into the deeds of all the residential and properties.
Ecology

The proposed development will deliver ecological mitigation and enhancement measures in order to mitigate against the proposed development as illustrated in the Masterplanning Document. Key areas of ecological mitigation will be delivered to an agreed phasing plan.

These mitigation and enhancement measures will constitute a mixture of on-site and off-site works and will be delivered in accordance with the table below, however final agreement for the mitigation measures will be identified and secured through the planning application stage.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Ecological Works (On-Site)</th>
<th>Ecological Works (Off-Site)</th>
<th>Developer</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a</td>
<td>1. Enhancement of existing hedgerows and field trees. 2. Opportunities for roosting bats and nesting birds will be provided. 3. Site works will minimise disturbance and prevent harm to species present. 4. Site lighting will where possible be directional and below 2 lux, ensuring any features with the potential to support bat activity (hedgerows and field trees) will be protected from any potential light spill. Any security lighting will be on a short timer. 5. Landscaping will be used to provide new areas of high quality habitat, beneficial to a range of species. This will include creation of new species rich hedgerows. The newly created landscaping areas will be integrated with retained habitats. For detailed recommendations, please see the Ecology Reports for the areas in question.</td>
<td>Ecological mitigation area will be provided at the western edge of phase 4. This will incorporate an area of diverse grassland that will provide benefits to a range of species, particularly farmland birds and invertebrates. Hedgerow in this area will be improved to increase nesting opportunities for birds and will strengthen links through the site.</td>
<td>Taylor Wimpey</td>
</tr>
<tr>
<td>1b</td>
<td>1. Enhancement of existing hedgerows 2. New tree planting to be provided</td>
<td>Open space and suds pond, as well as additional landscaping to be provided in the field adjacent.</td>
<td>Cussins North East</td>
</tr>
<tr>
<td>2a</td>
<td>As Phase 1a</td>
<td>As Phase 1a</td>
<td>Taylor Wimpey</td>
</tr>
<tr>
<td>2b</td>
<td>As Phase 1a</td>
<td>As Phase 1a</td>
<td>Taylor Wimpey</td>
</tr>
<tr>
<td>2c</td>
<td>As Phase 1a</td>
<td>N/A to be provided on site (subject to agreement)</td>
<td>Avant Homes</td>
</tr>
<tr>
<td>3a</td>
<td>As Phase 1a</td>
<td>As Phase 1a</td>
<td>Taylor Wimpey</td>
</tr>
<tr>
<td>3b</td>
<td>As Phase 1a</td>
<td>As Phase 1a</td>
<td>Taylor Wimpey</td>
</tr>
<tr>
<td>4/2d</td>
<td>As Phase 1a</td>
<td>As Phase 1a</td>
<td>Taylor Wimpey</td>
</tr>
</tbody>
</table>

Management & Maintenance

To be secured by private management company(s) and set out within respective S106 agreements or as otherwise agreed. Subject to future management and maintenance plans.
Development Phasing Plans

The following development phasing plans build upon the information set out above under ‘Infrastructure Delivery’ and confirm what infrastructure will be delivered as part of each phase, alongside build rates and trigger points to demonstrate that each phase of the development is sustainable and deliverable.

Phase 1a

Flood Management and Drainage Strategy

Surface Water

This is the first phase which has the ability to remove surface water flow from the existing combined public sewer. This removal of surface water reduces flood risk in the public sewer network, but also generates capacity for new foul flow from the development.

Foul Water

Foul water from this phase is to be discharged to the combined sewer within Brunton Road.

Sustainable Urban Drainage System

Suds basins to be located adjacent to the northern boundary and within the north-western corner of phase 1a, due to proximity of outfall location.

Management/Maintenance

Public sewers will be adopted and maintained by NWL. Suds features to be managed / maintained by private management company(s) and set out within respective S106 agreements or otherwise agreed.

Developer/Trigger

Taylor Wimpey/Delivered in accordance with planning condition(s)

Transport

Site Access Junctions and Local Highway Infrastructure

A new priority junction onto Brunton Road with a 5.5m wide access road, located in the vicinity of the existing horizontal traffic calming feature (to be relocated).

Off-Site Highways Work

In accordance with Newcastle Strategic Land Release – Strategic Highways Study dated November 2013 produced by JMR.

Footpaths and Cycleways

A 2.0m footway along the eastern site frontage connecting to Phase 1b & also at the southern end of the site frontage connecting south to the Newcastle Falcons access. A 3.0m shared foot/cycleway on the north side of Brunton Road in the vicinity of the site access with a proposed toucan crossing located some 66m to the south west. The 3.0m foot/cycleway will also connect internally to Phase 1b. The southern side of Brunton Road south of the new toucan crossing will be upgraded to a 3.0m shared foot/cycleway connecting to Windsor Way.

Traffic Calming

Relocating the existing traffic calming on Brunton Road some 18m to the south.

Public Transport

Installation of raised kerbs at the westbound Brunton Road stop in the vicinity of the new site access and also the southbound Windsor Way bus stop.

Ecology

Landscaping within the phase, particularly to the north of the site, will be used to provide new areas of high quality habitat, increasing opportunities for biodiversity, with planting and open space providing increased nesting and foraging opportunities, beneficial to a range of species. Habitat creation will include creation of new species rich hedgerows and grassland that will integrate in to new and retained habitats both on and off site, increasing the site’s cohesion.
and connectivity. Existing field trees and hedgerows, will be retained where possible to limit impacts on the site’s existing biodiversity.

Provision of increased nesting and roosting opportunities for birds and bats will be integrated within the new residential units, whilst site works will be managed to minimise disturbance and prevent harm to species present.

Lighting within the phase, will where possible, be directional and below 2 lux, ensuring any features with the potential to support bat activity (hedgerows, landscaped areas and field trees) will be protected from any potential light spill. Additional offsite mitigation, targeted at farmland birds will be undertaken on the mitigation areas adjacent to phases 4/2d and 3b, which will be brought forward separately. These areas will provide additional opportunities for ground nesting species, whilst providing a year round foraging resource. These areas will be undisturbed and designed to significantly increase their biodiversity value.

Management/Maintenance

To be confirmed; works subject to a management and maintenance plan.

Implementation/Trigger

Landscaping to be undertaken at the time of commencement within the phase with the exception of the offsite mitigation adjacent to phases 4/2d and 3b (to be confirmed as part of future planning applications).

Landscape/Open Space

Improvements to retained existing hedgerows and associated verges. Improvements to verges to west and north boundaries and establishment of an open space to the north west of the site incorporating SuDS as a dry basin and informal play features utilising the level changes. Proposed trees to be planted throughout the development, in open spaces, hedgelines. Trees, shrub and hedge planting to be provided to some front gardens, with occasional trees also being provided in back gardens.

<table>
<thead>
<tr>
<th>Public open Space (type)</th>
<th>Amount of POS (%)</th>
<th>Strategic Landscaping</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local open space, allotments &amp; equipped play</td>
<td>0.34ha (9.2%)</td>
<td>0.12ha</td>
</tr>
</tbody>
</table>

Opportunities are being explored for the provision of off-site contributions for allotments. If these options are found to be unfeasible in providing the full or partial allocation of this open space type, up to 1.32ha of adjacent greenbelt land could be utilised to fulfil this requirement.

Management/Maintenance

Management and Maintenance company(s) to be established and funded through a levy.

Developer/Trigger

Taylor Wimpey 2018 - 2019
Phase 1b

Flood Management and Drainage Strategy

Surface Water
To drain into new off-site sewer located to the north of the phase before heading to the Ouseburn. Formal requisition or tripartite easement required between Taylor Wimpey, Cussins and landowner.

Foul Water
Foul flows to discharge into the existing combined sewer within Brunton Road. Capacity is generated by removal of surface water from the Falcons pitch and car park by Taylor Wimpey.

Sustainable Urban Drainage System
Suds basin to be located on land adjacent to north western corner of the site due to proximity of outfall location.

Management/Maintenance
Public sewers will be adopted and maintained by NWL. Suds features to be managed/maintained by private management company(s) and set out within respective S106 agreements or otherwise agreed.

Developer/Trigger
Taylor Wimpey/Cussins/Landowner Delivered in accordance with planning condition(s)

Transport

Site Access Junctions and Local Highway Infrastructure
A new priority junction onto Brunton Lane with a 5.5m wide access road, located midway between the Brunton Road priority junction to the south and the Kingston Park Road roundabout junction to the north.

Off-Site Highways Work
In accordance with Newcastle Strategic Land Release - Strategic Highways Study dated November 2013 produced by JMP.

Footpaths and Cycleways
Widening the existing footway to 2.0m along the site frontage (south of access) of Brunton Lane & connecting to Phase 1a. The northern side of the access road will be a 3.0m wide shared foot/cycleway connecting internally to Phase 1a. To the north of the access, the footway on Brunton Lane will be widened to a 3.0m shared foot/cycleway connecting to the Kingston Park Road roundabout with provision to access the farm access road give way. This facilitates future connection to Newcastle Great Park.

Traffic Calming
N/A

Public Transport

Installation of raised kerbs at the westbound Brunton Road stop in the vicinity of the new site access and also the southbound Windsor Way bus stop.

Management/Maintenance
To be confirmed; works subject to a management and maintenance plan.

Implementation/Trigger
Landscaping to be undertaken at the time of commencement within the phase with the exception of the offsite mitigation adjacent to 2D/4 and 3B.
Ecology

Landscaping within the phase will be used to provide new areas of high quality habitat, increasing opportunities for biodiversity, with planting (tree planting and enhancement of existing hedgerows) providing increased nesting and foraging opportunities, beneficial to a range of species.

Management/Maintenance

To be confirmed; works subject to a management and maintenance plan.

Implementation/Trigger

Landscaping to be undertaken at the time of commencement within the phase with the exception of the offsite mitigation adjacent to Pheas 4/2d and 3b

Landscape/Open Space

Improvements to retained existing hedgerows and associated verges. Establishment of open spaces centrally and also associated with the pedestrian link to phase 1a. SuDS ecological mitigation area to north of 1a to be planted with species appropriate to the typologies proposed to provide a landscape buffer to the north boundary. Proposed trees to be planted throughout the development, in open spaces, hedgelines. Trees, shrub and hedge planting to be provided to some front gardens.

<table>
<thead>
<tr>
<th>Public open space (type)</th>
<th>Amount of POS (ha)</th>
<th>Strategic Landscaping</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.11 (10.3%)</td>
<td>0.28</td>
</tr>
</tbody>
</table>

*Opportunities are being explored for the provision of off-site contributions for allotments. If these options are found to be unfeasible in providing the full or partial allocation of this open space type, up to 1.32ha of adjacent greenbelt land could be utilised to fulfil this requirement.

Management/Maintenance

Management and Maintenance company(s) to be established and funded through a levy.

Developer/Trigger

Cussins North East/ 2016, 2017
Phase 2a

Flood Management and Drainage Strategy

Surface Water

Further removal of surface water from the public combined sewer is achieved in this phase, the result of which generates sufficient capacity to accommodate foul flow from all of the remaining phases. Surface water from this phase is attenuated with onsite suds and is discharged to The Ouseburn.

Foul Water

Foul water from this phase is to be discharged to the combined sewer within Brunton Road.

Sustainable Urban Drainage System

Suds basin to be located at the northern boundary of phase 2a. This will also accept flows from the future phase 3a basin.

Management/Maintenance

Public sewers will be adopted and maintained by NWL. Suds features to be managed / maintained by private management company(s) and set out within respective S106 agreements or otherwise agreed.

Developer/Trigger

Taylor Wimpey/Delivered in accordance with planning condition(s)

Transport

Site Access Junctions and Local Highway Infrastructure

A new priority junction onto Brunton Road with a 5.5m wide access road, located 20m to the east of the Teddington Close priority junction.

If an Access Road is included, the priority junction arrangement to Brunton Road is likely to include a ghost island. To encourage use of the Access Road and so reduce through traffic, either traffic calming on Brunton Road (between Ponteland Road and Phase 2a access) may be needed or its closure to through traffic. These proposals will be subject to further technical work and analysis.

Off-Site Highways Work

In accordance with Newcastle Strategic Land Release – Strategic Highways Study dated November 2015 produced by JMP.

Footpaths and Cycleways

A 2.0m footway along the site frontage, connecting to the existing PUFFIN crossing to the east near to Falcons car park. A 3.0m shared foot/ cycleway will connect from the site to this PUFFIN crossing and it is proposed to upgrade to a Toucan crossing enhancing the connection to towards Brunton Park Primary School and Windsor Way. Immediately on the south side of Brunton Road the footway will be widened to a 3.0m foot/ cycleway connecting north east to Windsor Way completing the connectivity with Phases 1a and 1b. An additional shared foot/ cycleway will be provided at the western end of the site connecting to a residential lay-by arrangement. A new
refuge island immediately east of Teddington Close will be provided and conversion of the grass verge to footway will tie into existing footway on south side for an additional connection to Brunton Park Primary School.

Traffic Calming

Retain the existing traffic calming on Brunton Road, or replace with speed cushions near to the proposed refuge island. Details to be agreed with NCC.

Public Transport

Relocation of existing flag and pole bus stop on Brunton Road & raised kerbs.

Ecology

Landscaping within the phase, particularly to the north and eastern boundaries of the site, will be used to provide new areas of high quality habitat, increasing opportunities for biodiversity, with planting and open space providing increased nesting and foraging opportunities, beneficial to a range of species. Habitat creation will include creation of new species rich hedgerows and grassland that will integrate in to new and retained habitats both on and offsite, increasing the site’s cohesion and connectivity. Existing field trees and hedgerows, will be retained where possible to limit impacts on the site’s existing biodiversity.

Provision of increased nesting and roosting opportunities for birds and bats will be integrated within the new residential units, whilst site works will be managed to minimise disturbance and prevent harm to species present.

Lighting within the phase, will where possible, be directional and below 2 lux, ensuring any features with the potential to support bat activity (hedgerows, landscaped areas and field trees) will be protected from any potential light spill. Additional offsite mitigation, targeted at farmland birds will be undertaken on the mitigation areas adjacent to phases 4/2d and 3b, which will be brought forward separately. These areas will provide additional opportunities for ground nesting species, whilst providing a year round foraging resource. These areas will be undisturbed and designed to significantly increase their biodiversity value.

Management/Maintenance

To be confirmed; works subject to a management and maintenance plan.

Developer/Trigger

Landscaping to be undertaken at the time of commencement within the phase with the exception of the offsite mitigation adjacent to phases 4/2d and 3b

Landscape/Open Space

Improvements to retained existing hedgerows and associated verges. Establishment of linked open spaces to the eastern and northern boundaries of the site incorporating SuDS as dry basins and swales. Informal play features will be provided in these areas utilising the level changes and a multi-user path will also be created which will link to other phases. Landscaping within the open spaces will include woodland structure planting individual trees, hedges, shrubs, wildflower/ pitcional meadows; amenity grass/ mounds and bulb planting. Emergent and marginal planting will also be incorporated within the swales which, where possible, will also be provided along existing hedgerows and verges. Proposed trees to be planted throughout the development, in open spaces, hedgelines. Trees, shrub and hedge planting to be provided to some front gardens, with occasional trees also being provided in back gardens.

<table>
<thead>
<tr>
<th>Public open Space (type)</th>
<th>Amount of POS (%)</th>
<th>Strategic Landscaping</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local open space, allotments &amp; equipped play</td>
<td>0.81ha (14.7%)</td>
<td>0.18ha</td>
</tr>
</tbody>
</table>

Opportunities are being explored for the provision of off site contributions for allotments. If these options are found to be unfeasible in providing the full or partial allocation of this open space type, up to 1.32ha of adjacent greenbelt land could be utilised to fulfil this requirement.

Management/Maintenance

Management and Maintenance company(s) to be established and funded through a levy.

Developer/Trigger

Taylor Wimpey/ 2022 - 2023
Phase 2b

Flood Management and Drainage Strategy

Surface Water
Surface water from this phase is discharged to the existing drainage ditch at the western boundary of phase 3b, which conveys flows north to Harey Dene.

Foul Water
Foul water from this phase is to be discharged to the combined sewer within Brunton Road, following a route through phases 2a, 3a, 3b & 4. Prior to the completion of the route to Brunton Road, NWL have confirmed capacity for the temporary discharge of foul flow within the existing combined sewers which cross this phase.

Sustainable Urban Drainage System
Suds basin to be located at the western and north western area of phases 2b and 3b.

Management/Maintenance
Public sewers will be adopted and maintained by NWL. Suds features to be managed / maintained by private management company(s) and set out within respective S106 agreements or otherwise agreed.

Developer/Trigger
Taylor Wimpey/ Delivered in accordance with planning condition(s)

Transport

Site Access Junctions and Local Highway Infrastructure
A new priority junction onto Station Road with a 5.5m wide access road, located some 90m to the east of the A696/ southbound off-slip dumbbell roundabout.

Off-Site Highways Work
In accordance with Newcastle Strategic Land Release – Strategic Highways Study dated November 2015 produced by JMP.

Footpaths and Cycleways
A 3.0m shared foot/ cycleway on Station Road connecting south westwards to the A696 overbridge (a future connection to the Upper Callerton Policy NN1 improvement scheme) and north eastwards to the minor access road serving 3 dwellings. A pedestrian refuge island to the west of the access and a 2.0m footway connection to the existing footway on south side. A wide pedestrian/ cycle refuge island to the east of the access on Station Road for a direct connection to Phase 2c. Internally a 3.0m shared foot/ cycleway will connect to Phase 3b.

Traffic Calming
N/A

Public Transport
A new bus lay-by with cantilever shelter and raised kerb immediately to the east of the proposed site access.

Ecology
Landscaping within the phase, particularly to the north of the site, will be used to provide new areas of high quality habitat, increasing opportunities for biodiversity with planting and open space providing increased nesting and foraging opportunities, beneficial to a range of species. Habitat creation will include creation of new species rich hedgerows and grassland that will integrate in to new and retained habitats both on and offsite, increasing the sites cohesion and connectivity. Existing field trees and hedgerows, will be retained.
where possible to limit impacts on the site’s existing biodiversity.

Provision of increased nesting and roosting opportunities for birds and bats will be integrated within the new residential units, whilst site works will be managed to minimise disturbance and prevent harm to species present.

Lighting within the phase, will where possible, be directional and below 2 lux, ensuring any features with the potential to support bat activity (hedgerows, landscaped areas and field trees) will be protected from any potential light spill. Additional offsite mitigation, targeted at farmland birds will be undertaken on the mitigation areas adjacent to parcels 2D and 3B, which will be brought forward separately. These areas will provide additional opportunities for ground nesting species, whilst providing a year round foraging resource. These areas will be undisturbed and designed to significantly increase their biodiversity value.

**Management/Maintenance**

To be confirmed; works subject to a management and maintenance plan.

**Implementation/Trigger**

Landscaping to be undertaken at the time of commencement within the phase with the exception of the offsite mitigation adjacent to 2D/4 and 3B.

**Landscape/Open Space**

Improvements to retained existing hedgerows and associated verges. Establishment of open spaces along existing hedgerows and a ‘green’ which will be established at the entrance to the site off Station Road. A green lane will be created to the boundary of the site adjacent to the A1696 which will provide farm access to the land beyond the site and will also incorporate acoustics measures and be linked to the path network established within this phase. Landscaping within the open spaces will include woodland structure planting, individual trees, hedges, shrubs, wildflower/ pictoral meadows, amenity grass/ mounds and bulb planting. Proposed trees to be planted throughout the development, in open spaces, hedgelines. Swales will be provided in open spaces and along verges where practicable. Trees, shrub and hedge planting to be provided to some front gardens, with occasional trees also being provided in back gardens.

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.322ha (10.5%)</td>
<td>0.60ha</td>
</tr>
</tbody>
</table>

*Opportunities are being explored for the provision of off-site contributions for allotments. If these options are found to be unfeasible in providing the full or partial allocation of this open space type, up to 1.32ha of adjacent greenbelt land could be utilised to fulfil this requirement.

**Management/Maintenance**

Management and Maintenance company(s) to be established and funded through a levy.

**Developer/Trigger**

Taylor Wimpey/ 2021
Phase 2c

Flood Management and Drainage Strategy

Surface Water

To drain to the existing public sewer network in accordance with NWL agreement.

Foul Water

NWL have confirmed temporary foul capacity into the existing combined sewers on site. A long term foul water strategy will be agreed with NWL following investigations into local foul and combined sewer capacity.

Sustainable Urban Drainage System

Options will be investing to introducing swales towards to the north eastern boundary.

Management/Maintenance

Public sewers will be adopted and maintained by NWL. Suds features to be managed / maintained by private management company(s) and set out within respective S106 agreements or otherwise agreed.

Developer/Trigger

Avant/ Delivered in accordance with planning condition(s)

Transport

Site Access Junctions and Local Highway Infrastructure

A new priority junction onto Station Road with a 5.5m wide access road, located some 50m to the north east of the proposed Phase 2b access junction.

Off-Site Highways Work

In accordance with Newcastle Strategic Land Release – Strategic Highways Study dated November 2015 produced by JMP.

Footpaths and Cycleways

A 3.0m shared foot/ cycleway connection to the refuge island on Station Road (for a direct connection with Phase 2b) which internally will connect to the traffic free cycle path at the south west corner of the site (to the west of Linacre Close) and also at the north eastern corner.

Traffic Calming

N/A

Public Transport

A new bus lay-by with cantilever shelter and raised kerb immediately to the west of the proposed site access.

Ecology

To be provided on site (subject to agreement).
Landscape/Open Space

Improvements to retained existing hedgerows and associated verges. Establishment of open spaces to the eastern and southern boundaries of the site incorporating swales as SUDS features. Informal play features will be provided in these areas along with links to the existing footpath network to the south will be created. Landscaping within the open spaces will include, individual trees, hedges, shrubs, species rich grasses, amenity grass and bulb planting. Emergent and marginal planting will also be incorporated within the swales which, where possible, will also be provided along existing hedgerows and verges. Proposed trees to be planted throughout the development, in open spaces, hedgelines. Trees, shrub and hedge planting to be provided to some front gardens, with occasional trees also being provided in back gardens.

<table>
<thead>
<tr>
<th>Public open Space (type)</th>
<th>Amount of POS (%)</th>
<th>Strategic Landscaping</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local open space, allotments &amp; equipped play</td>
<td>0.25ha (8.9%)</td>
<td>0.25ha</td>
</tr>
</tbody>
</table>

*Oppportunities are being explored for the provision of off-site contributions for allotments. If these options are found to be unfeasible in providing the full or partial allocation of this open space type, up to 1.32ha of adjacent greenbelt land could be utilised to fulfill this requirement.

Management/Maintenance

Management and Maintenance company(s) to be established and funded through a levy.

Developer/Trigger

Avant
Phase 3a

Flood Management and Drainage Strategy

Surface Water
Surface water is to connect to the phase 2a suds, and convey flow to The Ouseburn.

Foul Water
Foul water is to discharge into the phase 2a foul drainage – and into the combined sewer at Brunton Road.

Sustainable Urban Drainage System
Suds basin to be located at the northern boundary of phase 3a. This will discharge into phase 2a suds basin.

Management/Maintenance
Public sewers will be adopted and maintained by NWL. Suds features to be managed / maintained by private management company(s) and set out within respective S106 agreements or otherwise agreed.

Developer/Trigger
Taylor Wimpey/ Delivered in accordance with planning condition(s)

Transport

Site Access Junctions and Local Highway Infrastructure
A new priority junction onto the northern side of Ponteland Road with a 5.5m wide access road, located some 105m to the north west of the Twin Farm car park access.

If an Access Road is included, the priority junction arrangement to Ponteland Road is likely to include a ghost island or could be combined with the Phase 4/2d access as a signal controlled junction. These proposals will be subject to further technical work and analysis.

Off-Site Highways Work
In accordance with Newcastle Strategic Land Release – Strategic Highways Study dated November 2015 produced by JMP.

Footpaths and Cycleways
A 3.0m shared foot/ cycleway at the southern corner of the site (adjacent Twin Farms pub) connecting to a new toucan crossing on Ponteland Road for a connection to Phase 4/2d. Internally this connects to Phase 2a. A shared foot/ cycleway connection at the north west corner of the site also connecting to Ponteland Road. Two dropped kerbs and tactile paving crossings on Ponteland Road for additional connections to Phase 4/2d.

Traffic Calming
N/A

Public Transport
Installation of raised kerbs at the southbound bus stop on Ponteland Road.

Ecology
Lanscaping within the phase, particularly to the northern boundary of the site, will be used to provide new areas of high quality habitat, increasing opportunities for biodiversity with planting and open space providing increased nesting and foraging opportunities, beneficial to a range of species. Habitat creation will include creation of new species rich hedgerows and grassland that will integrate in to new and retained habitats both on and offsite, increasing the site’s cohesion.
and connectivity. Existing field trees and hedgerows, will be retained where possible to limit impacts on the site's existing biodiversity.

Provision of increased nesting and roosting opportunities for birds and bats will be integrated within the new residential units, whilst site works will be managed to minimise disturbance and prevent harm to species present.

Lighting within the phase, will where possible, be directional and below 2 lux, ensuring any features with the potential to support bat activity (hedgerows, landscaped areas and field trees) will be protected from any potential light spill. Additional offsite mitigation, targeted at farmland birds will be undertaken on the mitigation areas adjacent to phases 4/2d and 3b, which will be brought forward separately. These areas will provide additional opportunities for ground nesting species, whilst providing a year round foraging resource. These areas will be undisturbed and designed to significantly increase their biodiversity value.

Management/Maintenance

To be confirmed; works subject to a management and maintenance plan.

Developer/Trigger

Landscaping to be undertaken at the time of commencement within the phase with the exception of the offsite mitigation adjacent to Phases 4/2d and 3b.

Landscape/Open Space

Improvements to retained existing hedgerows and associated verges.

Establishment of linked open spaces to the western and northern boundaries of the site incorporating SuDS as dry basins and swales. Informal play features will be provided in these areas utilising the level changes and a multi-user path will also be created which will link to other phases. Landscaping within the open spaces will include woodland structure planting individual trees, hedges, shrubs, wildflower/ pictorial meadows, amenity grass/ mounds and bulb planting. Emergent and marginal planting will also be incorporated within the swales which, where possible, will also be provided along existing hedgerows and verges. Proposed trees to be planted throughout the development, in open spaces, hedgelines. Trees, shrub and hedge planting to be provided to some front gardens, with occasional trees also being provided in back gardens.

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<th>Public open Space (type)</th>
<th>Amount of POS (%)</th>
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<tbody>
<tr>
<td>Local open space, allotments* &amp; equipped play</td>
<td>0.57ha (13.5%)</td>
<td>0.16ha</td>
</tr>
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*Opportunities are being explored for the provision of off-site contributions for allotments. If these options are found to be unfeasible in providing the full or partial allocation of this open space type, up to 1.32ha of adjacent greenbelt land could be utilised to fulfill this requirement.

Management/Maintenance

Management and Maintenance company(s) to be established and funded through a levy

Developer/Trigger

Taylor Wimpey 2024 - 2025
Phase 3b

Flood Management and Drainage Strategy

Surface Water
Surface water is to discharge to the existing unnamed watercourse at the western boundary, which conveys flows to Harvey Dene (and then to The Ouseburn).

Foul Water
To drain into the foul infrastructure within phase 4. The route to phase 4 will require either a new drain under the metro rail line at the north west of the site or a pumping station to utilise the existing drain which crosses under the rail line at the north eastern corner of the phase.

Drainage infrastructure within this phase will be sized to accommodate future development of phases 2b, 2c, and potential diversion of combined flow west of A696.

Sustainable Urban Drainage System
Suds basin to be located at the western and north western area of phase 3b.

Management/Maintenance
Public sewers will be adopted and maintained by NWL. Suds features to be managed / maintained by private management company(s) and set out within respective S106 agreements or otherwise agreed.

Developer/trigger
Taylor Wimpey/ Delivered in accordance with planning condition(s)

Transport
Site Access Junctions and Local Highway Infrastructure

A new priority junction onto Station Road with a 5.5m wide access road, located some 90m to the east of the A696/ southbound off-slip dumbbell roundabout, utilising the same access junction as Phase 2b.

Off-Site Highways Work
In accordance with Newcastle Strategic Land Release – Strategic Highways Study dated November 2015 produced by JMR.

Footpaths and Cycleways
A 3.0m shared foot/ cycleway on Station Road connecting south westwards to the A696 overbridge (a future connection to the Upper Calerton Policy NNI improvement scheme) and north eastwards to the minor access road serving 3 dwellings. A pedestrian refuge island to the west of the access and a 2.0m footway connection to the existing footway on south side. A wide pedestrian/ cycle refuge island to the east of the access on Station Road for a direct connection to Phase 2c. Internally a 3.0m shared foot/ cycleway connection to Black Lane near Woolsington and Phase 2b.

Traffic Calming
N/A

Public Transport
A new bus lay-by with cantilever shelter and raised kerb immediately to the east of the proposed site access.

Ecology
Landscaping within the phase, particularly to the northern and western boundaries of the site, will be used to provide new areas of high quality habitat, increasing opportunities for biodiversity, with planting and open space providing increased nesting and foraging opportunities, beneficial to a range of species. Habitat creation will
include creation of new species rich hedgerows and grassland that will integrate in to new and retained habitats both on and offsite, increasing the site’s cohesion and connectivity. Existing field trees and hedgerows, will be retained where possible to limit impacts on the site’s existing biodiversity.

Provision of increased nesting and roosting opportunities for birds and bats will be integrated within the new residential units, whilst site works will be managed to minimise disturbance and prevent harm to species present.

Lighting within the phase, will where possible, be directional and below 2 lux, ensuring any features with the potential to support bat activity (hedgerows, landscaped areas and field trees) will be protected from any potential light spill. Additional offsite mitigation, targeted at farmland birds will be undertaken on the mitigation areas adjacent to phase 4/2d, which will be brought forward separately. These areas will provide additional opportunities for ground nesting species, whilst providing a year round foraging resource. These areas will be undisturbed and designed to significantly increase their biodiversity value.

Management/Maintenance

To be confirmed; works subject to a management and maintenance plan.

Developer/Trigger

Landscaping and mitigation area adjacent to be undertaken at the time of commencement within the phase with the exception of the offsite mitigation adjacent to phase 4/2d.

Landscape/Open Space

Improvements to retained existing hedgerows and associated verges. Establishment of linked open spaces along the metro line boundary and existing hedgerows. Swales will be provided in open spaces and along verges where practicable linking to the SuDS provision within the ecological mitigation area to the north of this site. Path links and informal play solutions will be established in the open spaces with a path link continuing beyond the site, adjacent to the metro line corridor, to meet the existing public right of way network. Boundary treatments along the metro line will be considered sensitively in the detailed landscape proposals with the potential for living willow fencing and gabions to be utilised and linked to adjacent proposals for play and habitat creation. Landscaping within the open spaces will include woodland structure planting, individual trees, hedges, shrubs, wildflower/ pictorial meadows, amenity grass/ mounds and bulb planting. Proposed trees to be planted throughout the development, in open spaces, hedgelines. Trees, shrub and hedge planting to be provided to some front gardens, with occasional trees also being provided in back gardens.

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<th>Public open Space (type)</th>
<th>Amount of POS (ha)</th>
<th>Strategic Landscaping</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local open space, allotments &amp; equipped play</td>
<td>0.92ha (9.6%)</td>
<td>0.35ha</td>
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*Opportunities are being explored for the provision of off-site contributions for allotments. If these options are found to be unfeasible in providing the full or partial allocation of this open space type, up to 1.32ha of adjacent greenbelt land could be utilised to fulfil this requirement.*

Management/Maintenance

Management and Maintenance company(s) to be established and funded through a levy.

Developer/Trigger

Taylor Wimpey 2025 - 2026
Phase 4/2d

Flood Management and Drainage Strategy

Surface Water

Surface water is to discharge to the existing unnamed watercourse at the western boundary, which conveys flows to Harvey Dene (and then to The Ouseburn).

Foul Water

Foul water is to discharge into the phase 3a & 2a foul drainage – and into the combined sewer at Brunton Road.

Sustainable Urban Drainage System

Suds basin to be located at the western and north western area of phase 4.

Management/Maintenance

Public sewers will be adopted and maintained by NWL. Suds features to be managed / maintained by private management company(s) and set out within respective S106 agreements or otherwise agreed.

Developer/Trigger

Taylor Wimpey/ Delivered in accordance with planning condition(s)

Transport

Site Access junctions and Local Highway Infrastructure

A new priority junction onto the southern side of Ponteland Road with a 5.5m wide access road, located some 40m to the north west east of the proposed access junction to Phase 3a.

If an Access Road between Phases 2a and 3a is included, the access junction for Phases 3a and 4/2d are likely to be combined into a signal controlled junction. These proposals will be subject to further technical work and analysis.

Off-Site Highways Work

In accordance with Newcastle Strategic Land Release – Strategic Highways Study dated November 2015 produced by JMP. In addition to these works it is proposed to improve the Ponteland Road/ Brunton Road priority junction to traffic signals with pedestrian facilities.

Footpaths and Cycleways

A 3.0m shared foot/cycleway running parallel to Ponteland Road (south of hedges) across the full site frontage. A shared foot/cycleway connection to the toucan crossing at the south eastern corner of the site for a direct access to Phase 3a. Additionally three dropped kerbs and tactile paving crossings on Ponteland Road for connections to Phase 3a and for northbound movement to Woolsington.

Traffic Calming

N/A

Public Transport

Relocation of the northbound bus shelter near the Twin Farms public house with a new ½ width bus lay-by and raised kerbs. A 2.0m footway connection will also be provided to the existing northbound bus lay-by near Bullock Steads.

Ecology

Landscaping within the phase, particularly to the northern boundary of the site, will be used to provide new areas of high quality habitat,
increasing opportunities for biodiversity, with planting and open space providing increased nesting and foraging opportunities, beneficial to a range of species. Habitat creation will include creation of new species rich hedgerows and grassland that will integrate into new and retained habitats both on and offsite, increasing the site’s cohesion and connectivity. Existing field trees and hedgerows, will be retained where possible to limit impacts on the site’s existing biodiversity.

Provision of increased nesting and roosting opportunities for birds and bats will be integrated within the new residential units, whilst site works will be managed to minimise disturbance and prevent harm to species present.

Lighting within the phase, will where possible, be directional and below 2 lux, ensuring any features with the potential to support bat activity (hedgerows, landscaped areas and field trees) will be protected from any potential light spill. Additional offsite mitigation, targeted at farmland birds will be undertaken on the mitigation areas adjacent to this phase and phase 3b, which will be brought forward separately. These areas will provide additional opportunities for ground nesting species, whilst providing a year round foraging resource. These areas will be undisturbed and designed to significantly increase their biodiversity value.

Management/Maintenance

To be confirmed; works subject to a management and maintenance plan.

Developer/Trigger

Landscaping and mitigation area to be undertaken at the time of commencement within the phase.

<table>
<thead>
<tr>
<th>Landscape/Open Space</th>
<th>Amount of POS (%)</th>
<th>Strategic Landscaping</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public open space</td>
<td>1.07ha (15.5%)</td>
<td>0.57ha</td>
</tr>
<tr>
<td>Local open space, allotments* &amp; equipped play</td>
<td></td>
<td></td>
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Management/Maintenance

Management and Maintenance company(s) to be established and funded through a levy.
Declaration to deliver the Kenton Bank Foot Neighbourhood Growth Area Masterplan

The following stakeholders agree the principles laid out within this Masterplanning Document for the comprehensive delivery of the Neighbourhood Growth Area:

- Taylor Wimpey UK Limited
- Cussins (North-East) Ltd.
- Avant Homes

Signed

[Logos]