

NEWCASTLE UPON TYNE DEVELOPMENT PLAN POLICIES

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1. List of Newcastle Policies

The following saved policies from the Newcastle Unitary Development Plan (UDP) (Saved 2007), alongside the Walker Riverside Area Action Plan (WRAAP) (Adopted 2007) and Benwell Scotswood Area Action Plan (BSAAP) (Adopted 2009) will continue to be used in conjunction with the policies in the Core Strategy and Urban Core Plan until superseded through further Local Development Documents.

Policy Ref	Policy Subject	Allocated/ Designated on Map
Policy CS1	Spatial Strategy for Sustainable Growth	✓
Policy CS2	Spatial Strategy for the Urban Core	✓
Policy CS3	Spatial Strategy for Neighbourhood Area	✓
Policy CS4	Spatial Strategy for Rural and Village Area	✓
Policy CS5	Employment and Economic Growth Priorities	✓
Policy CS6	Employment Land	✓
Policy CS7	Retail and Centres	✓
Policy CS8	Leisure, Culture and Tourism	
Policy CS9	Existing Communities	
Policy CS10	Delivering New Homes	
Policy CS11	Providing a Range and Choice of Housing	
Policy CS12	Provision for Gypsies, Travellers and Travelling	
Policy CS13	Transport	
Policy CS14	Wellbeing and Health	
Policy CS15	Place-Making	
Policy CS16	Climate Change	
Policy CS17	Flood Risk and Water Management	
Policy CS18	Green Infrastructure and the Natural Environment	
Policy CS19	Green Belt	
Policy CS20	Minerals	
Policy CS21	Waste	
Policy DEL1	Infrastructure and Developer Contributions	
Policy UC1	Offices and Business Development	
Policy UC2	New Retail (A1) in Newcastle and Gateshead	✓
Policy UC3	Leisure, Culture and Tourism	
Policy UC4	Homes	
Policy UC5	Primary and Secondary Pedestrian Routes	✓
Policy UC6	Cycling	
Policy UC7	Public Transport	
Policy UC8	Freight and Servicing	✓
Policy UC9	General Traffic	
Policy UC10	Car Parking	
Policy UC11	Gateways and Arrival Points	

Policy Ref	Policy Subject	Allocated/ Designated on Map
Policy UC12	Urban Design	
Policy UC14	Heritage	
Policy UC15	Urban Green Infrastructure	
Policy UC16	Public Realm	
Policy UC17	Public Art	
Policy NC1	Newcastle Central Sub-Area	✓
Policy NC2	East Pilgrim Street Key Site	✓
Policy C1	Civic Sub-Area	
Policy C2	Science Central Key Site	✓
Policy D1	Discovery Sub-Area	
Policy D2	Stephenson Quarter Key Site	✓
Policy D3	Forth Yards Development Opportunity Site	✓
Policy QO1	Quayside and Ouseburn Sub-Area	
Policy AOC1	Newburn	✓
Policy NN1	Lower, Middle and Upper Callerton	✓
Policy NN2	Kingston Park/Kenton Bank Foot	✓
Policy NN3	Newbiggin Hall	✓
Policy NN4	Newcastle Great Park	✓
Policy NV1	Dinnington	✓
Policy NV2	Hazlerigg and Wideopen	✓
Policy KEA1	Newcastle International Airport	✓
Policy DEL1	Infrastructure and Developer Contributions	

Saved Policies Newcastle UDP (Saved 2007)		Policy Subject	Allocated/ Designated on Map
ED1.1 (in part)	(B) 2, 3	Land for economic development	✓
	(C) 6, 7		
	(E)10		
ED2.2 (in part)	1,2,3,4,6,7,8,9,10,11,12,13	Development of the City Centre	✓
ED3		Retention and regeneration of industry and business areas	
ED3.1 (in part)	1,2,3,4,5,6,7,8,10,11,12,13,14,15,16,17,18,19,20,22,23,25,26,27,28,29,30,31,32,33,36,37,38,39,40,41	Retention and regeneration of industry and business areas	✓
ED3.2		Retention and regeneration of industry and business areas	✓
ED4		Retention and regeneration of industry and business areas	
ED4.1 (in part)	1,3,4,5,6,7,8,9,10	Retention and regeneration of industry and business areas	✓
ED5		Training for employment	
ED6		Telecommunications development	
H1.1 (in part)	1,2,3,4,5,6,7,8,9,12,13,14,15,16	Land for housing	✓
H2		Protection of residential amenity	
H3		Protection of large, traditional, good quality dwellings	
H4		New housing design	
R1		Shopping Centres	
R1.2		Shopping Centres	
SD2.1		Increasing local environmental resources	
SD2.2		Increasing local environmental resources	
EN1.1		Design	
EN2		The appearance of the city	
EN2.1		The appearance of the city	
EN2.2		The appearance of the city	✓
EN2.3		The appearance of the city	
EN3		Landscaping and trees	
EN3.1		Landscaping and trees	✓
EN3.2		Landscaping and trees	✓
EN3.4 (in part)	1,2,5,6,7,8,9	Community Woodlands	✓

Saved Policies Newcastle UDP (Saved 2007)		Policy Subject	Allocated/ Designated on Map
EN4		Rivers and riverside	
OS1		Open space standards	
OS1.1		Open space standards	
OS1.2		Open space standards	
OS1.4		Protection of open space	
OS1.5		Protection of open space	
OS1.6 (in part) With the exception of the following deleted sites:	WA 03, BE 08, BE 01, BE 02, BE 03, BE 04, BE 05, BE 06, BE 15, BY 06, EL 01, EL 02, SC 01, SC 02, SC 03, SC 14, SC 15, WA 01, WA 02, WA 12, WA 14, WA 15, BY 12, MK 05, SC 10, SC 13, WA 13, BY 13, SC 12, BE 14, BY 14, EL 05, EL 06, FE 13, WA 07, WA 08, WA 09, BY 11, EL 07, SC 07, SC 11, WA 05, WA 11, BE 16, WA 06	Protection of open space	✓
OS2		Recreational route network	✓
OS2.2 (in part)	1,2,3,4,5,6,7,8,9, 10,11,12,13,14,15, 16,17,18,19,20,21, 22,23,24,25,26,27, 28,29,30,31,32,33, 34,35,36,37,38,39, 40,41,43,44,45,46, 47,48,49,50,51,52, 53,54,55	Recreational route network	✓
OS2.3		Recreational route network	
OS4		Recreation in Gosforth Park	✓
GB2.1		Re-use of buildings	
GB2.2		Re-use of buildings	
GB2.3		Housing	✓

Saved Policies Newcastle UDP (Saved 2007)		Policy Subject	Allocated/ Designated on Map
GB2.4		Industry and commerce	✓
NC1.1		Protection of recognised sites	✓
NC1.2		Protection of recognised sites	✓
NC1.3 (in part)	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,33,34,35,36	Protection of recognised sites	✓
NC1.4		Local nature reserves	✓
NC1.5		Protection of wildlife corridors	✓
NC1.6		Protection of wildlife corridors	✓
NC1.7		Requirements on development	
C2		Listed Buildings	
C2.1		Listed Buildings	
C2.2		Listed Buildings	
C3.1		Conservation Areas	
C4		Archaeology	
C4.1		Archaeology	✓
C4.2		Preservation of archaeological remains	
C4.3		Preservation of archaeological remains	
C4.4		Preservation of archaeological remains	
C4.5		Preservation of archaeological remains	
MIN1		Mineral Extraction	
MIN2		Mineral Extraction	
MIN3		Opencast coal mining	
MIN4		Opencast coal mining	
MIN5		Opencast coal mining	
MIN6		Opencast coal mining	
MIN7		Opencast coal mining	
MIN8		Unstable land	
POL6		Contaminated land	
POL7		Noise and vibration	
POL8		Noise and vibration	
POL9		Aircraft noise	
POL11		Railway and Metro noise	
POL12		Hazardous development	
POL13		Airport public safety zone	
T1.7		Public transport	✓
T2		Traffic Management	
T2.1		Citywide Management	✓

Saved Policies Newcastle UDP (Saved 2007)	Policy Subject	Allocated/ Designated on Map
T4.1	Parking Management	
T4.5	Parking - Control over development	
T4.6	Parking - Control over development	
T5.3	Cycling	
T5.4	Cycling	✓
T6.1	Improvements to the strategic highway network	✓
T6.2	Improvements to the local highway network	✓
T7.1	Transport Infrastructure - Control over development	
T7.2	Transport Infrastructure - Control over development	✓
T7.3	Transport Infrastructure – Northern Development Area	✓
T7.4	Transport Infrastructure – Northern Development Area	✓
T7.5	Transport Infrastructure – Northern Development Area	✓
T7.14	Transport Infrastructure – Newburn Haugh Action Area	
T7.19	Transport Infrastructure – Newcastle International Airport	✓
T7.21	The trunk road network – A1 Western Bypass	✓
T7.22	The trunk road network – A1 Western Bypass	✓
T7.23	The trunk road network – A696 Woolsington Bypass	✓
IM6	Planning obligations and developer contributions	
DCPS 20	Mineral Extraction	
DCPS 21	Waste disposal and waste handling facilities	
DCPS 22	Noise and vibrations	

In Force Policies WRAAP (Adopted 2007)	Policy Subject	
HP1	Programme of new housing	✓
HP2	Housing development potential	✓
HP5	Housing improvements	
HP6	Provision for the needs of relocated households	
ED1	Land within industrial area – southern part	✓
ED2	Land within industrial area – northern part	✓
EP2	Open spaces	✓
EP3	Meeting local open space needs	✓
EP4	Riverside park	✓
EP5	Biodiversity	✓
TP1	Hadrian's Way improvements	✓
TP2	Green Corridor improvements	✓
TP3	Cycling improvements	
TP5	Parking within new development	✓
LC2	Community focus area	✓
LC3	Community focus primary school	✓
LC4	The Lightfoot centre	
LC5	Church Walk local centre	✓
LC6	Church Walk Primary School	✓
In Force Policies BSAAP	Policy Subject	
SP1	Spatial strategy	✓
H1	Housing provision and distribution	✓
EE1	School provision	✓
EE2	Economic growth	✓
EE3	Mixed use development	✓
EE4	Securing training and development opportunities	
SS2	New retail development	✓
SS3	Convenience store	✓
SS4	Location and distribution of community facilities	✓
EC1	Achieve a balanced approach to open space	✓
EC2	Local Nature Conservation sites	✓
EC5	Developing culture and heritage	✓
AC1	The street hierarchy	✓
AC2	Public transport	✓
AC3	Walking and cycling	✓
AC4	Paradise bridge	✓
KS1	Scotswood Development Area	
KS2	Former Westgate Community College site	
KS3	District Heart	
KS4	Newcastle General Hospital sites	
KS5	Reopening Benwell Dene	

2. CSUCP – Strategic Policies

Policy CS1 Spatial Strategy for Sustainable Growth

1. A presumption in favour of sustainable development.
2. Focusing the majority of development in the existing built up areas.
3. Prioritising the Urban Core as the location for major office, retail, higher and further education, leisure, culture and tourism development.
4. Supporting economic development outside the Urban Core in Key Employment Areas; Team Valley, Walker Riverside, Follingsby, Newcastle International Airport.
5. Enhancing neighbourhoods and re-balancing housing stock by delivering homes supported by jobs and local services.
6. Sustaining villages and the rural economy through a balance of housing provision, employment and local services.
7. Specific revisions to the boundary of the Green Belt to allocate land for new development. The new Green Belt boundary is defined on the Policies Maps.
8. All development being:
 - i. Fully inclusive, irrespective of cultural background ethnicity and age, to meet the diverse needs of all residents and communities;
 - ii. Well-connected and accessible by sustainable modes of transport;
 - iii. Well designed to promote community cohesion, wellbeing, and to reflect and enhance the area's character and natural environment;
 - iv. Designed to reduce carbon emissions and adapted to the effects of climate change.

Policy CS2 Spatial Strategy for the Urban Core

The Urban Core is the priority location for development which will maintain and enhance its vibrancy. This will be achieved by:

1. Expanding its role as an office location through the provision of at least 380,000 square metres of new office space.
2. Enhancing its retail function through improving the quality, quantity and range of comparison and convenience shops and increasing provision of comparison retail provision in Newcastle Retail Centre by at least 50,000 square metres additional gross retail floorspace.
3. Promoting clustering of knowledge-based industries, universities, colleges and hospitals.
4. Supporting developments which enhance and diversify culture, leisure and tourism facilities.
5. Securing a mix of housing, including at least 3,750 new homes and prioritising the Exemplar Neighbourhood.
6. Promoting sustainable modes of transport and access for all, managing traffic to minimise the impacts of development and improving the local environment.
7. Securing high-quality design that promotes local distinctiveness and sustains and enhances the historic environment.
8. Allocating Key Sites, East Pilgrim Street (NC2), Exemplar Neighbourhood (SG2), Gateshead Quays (QB2), Science Central (C2) and Stephenson Quarter (D2) for growth. These sites will be brought forward in accordance with approved masterplans to demonstrate a comprehensive and coordinated approach to site development and infrastructure provision.

Policy CS3 Spatial Strategy for Neighbourhood Area

In the Neighbourhood Area sustainable communities will be promoted and maintained, meeting housing needs and supporting jobs by:

1. Development of approximately 21,900 new homes.

2. Investing in housing development and neighbourhoods specifically in Opportunity Areas at: Bensham and Saltwell, Benwell and Scotswood, Birtley, Byker, Dunston and Teams, Elswick, Felling and Walker Riverside (Figure 7.2).
3. Development of major brownfield sites for new sustainable communities in Areas of Change at Newburn (AOC1) and Metrogreen (AOC2).
4. 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 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.
5. Focusing and protecting manufacturing and industrial uses in the two Key Employment Areas of Walker Riverside (marine/offshore engineering and renewables) and Team Valley (advanced manufacturing and engineering).

Policy CS4 Spatial Strategy for Rural and Village Area

In the Rural and Village Area the long term sustainability of jobs and villages will be secured by:

1. Development of approximately 4,350 new homes.
2. Allocating Village Growth Areas for housing development at: Chopwell (GV1), Crawcrook (GV2), Dinnington (NV1), Hazlerigg and Wideopen (NV2), Highfield (GV3), High Spenn (GV4), Kibblesworth (GV5), Ryton (GV6), Sunnyside (GV7) and Throckley (NV3). Development will be carried out in accordance with:
 - i. approved masterplans to 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.
3. Focusing and protecting employment uses, and allocating additional land, in the two Key Employment Areas of Follingsby (KEA2) (distribution and logistics) and Newcastle Airport (KEA1) (airport related and general employment (B1, B2, B8)).

Policy CS5 Employment and Economic Growth Priorities

Gateshead and Newcastle will play a major role in the economic growth of the North East. They will continue to develop a diverse economy with accessible employment and deliver significant increases in the number of businesses and jobs. This will be achieved by:

1. Ensuring a range of high quality economic development locations are available and attractive to the market.
2. Strengthening and clustering economic assets and promoting growth sectors including:
 - i. Financial, business and professional services in the Urban Core;
 - ii. Retail, leisure, health and tourism in the Urban Core;
 - iii. The knowledge based economy at Science Central, universities and further education institutes in the Urban Core;
 - iv. Marine and offshore engineering including renewables at Walker Riverside;
 - v. Advanced manufacturing and engineering at Team Valley;
 - vi. Creative media and digital at Ouseburn, Gateshead Quays and Baltic Business Quarter; and
 - vii. Distribution and logistics at Follingsby.
3. Supporting Newcastle International Airport as a key economic growth driver for the knowledge based economy and principal international gateway and focus of regional transport.

4. Significantly enhancing digital infrastructure.
5. Supporting entrepreneurship through the supply of a range and choice of premises.
6. Diversifying and expanding the rural economy by supporting local businesses and growth in leisure, culture and tourism.
7. Attracting and supporting a skilled labour force and improving skills and access for local people to job opportunities including through targeted recruitment and training.

Policy CS6 Employment Land

Employment land will be managed to meet our needs. This will be achieved by:

1. Ensuring a sufficient supply, range and choice of employment land is maintained for class B1, B2 and B8 uses. A minimum of 150 hectares of net developable employment land will be identified and allocated to meet the gross employment land requirements (including office floorspace).
2. Providing a minimum of 512,000 square metres (gross internal area) of office floor space including:
 - i. The Urban Core as the focus for the majority of office development;
 - ii. A limited amount of office development at Team Valley, Newcastle International Airport and Metrogreen; and
3. Requiring proposals over 200 square metres (net internal area) for office development in locations outside 2i and 2ii to undertake an impact and sequential assessment.

Policy CS7 Retail and Centres

The vitality and viability of centres in the retail hierarchy will be maintained and enhanced. These centres will form the focal point for uses, services and facilities serving the surrounding population. In addition to meeting local needs, the role of the retail sector in attracting visitors and contributing to the economy will be supported. This will be achieved by:

1. Protecting the vitality and viability of centres by encouraging a balance of retail and supporting uses which are appropriate in scale to the relative position of each centre in the retail hierarchy. The retail hierarchy is designated as:
 - i. Newcastle Retail Centre - is the regional retail centre and is the priority for strategic retail growth (this is defined in policy UC2);
 - ii. Gateshead Primary Shopping Area - the priority will be for retail-led mixed-use development;
 - iii. District Centres - provide key services including shopping, local services, leisure, public and community facilities:
 In Newcastle (Figure 9.1a): 1) Adelaide Terrace, 2) Chillingham Road, 3) Denton Park, 4) Gosforth High Street, 5) Great Park, 6) Kingston, Park, 7) Shields Road and 8) West Road.
 In Gateshead (Figure 9.1b): 1) Blaydon, 2) Birtley, 3) Coatsworth Road, 4) Felling, 5) Low Fell, 6) Ryton, 7) Whickham and 8) Wrekenton.
 - iv. Local Centres - provide easy access to smaller scale shopping, services and local community facilities to meet day-to-day needs:
 In Newcastle (Figure 9.1a): 9) Acorn Road, 10) Arlington Avenue, 11) Armstrong Road, 12) Ashburton Road, 13) Blakelaw (Moulton Place), 14) Brunton Park, 15) Cedar Road, 16) Chapel House, 17) Church Walk, 18) Clayton Road, 19) Denton Square, 20) Dinnington, 21) Fawdon Park, 22) Fenham Hall Drive, 23) Four Lane Ends, 24) Great North Road, 25) Heaton Road, 26) Jesmond Road, 27) Kenton, 28) Kenton Lane, 29) Lemington, 30) Newbiggin Hall, 31) Newburn, 32) Newton Place, 33) Raby Cross, 34) South Gosforth, 35) Stanhope Street, 36) Throckley, 37) Two Ball Lonnen, 38) Walkergate, 39) Walker Road, 40) Wansbeck Road, 41) Welbeck Road, 42) Westerhope, 43) Westgate Road, 44) Whickham View and 45) Wretham Place.
 In Gateshead (Figure 9.1b): 9) Askew Road, 10) Chopwell, 11) Crawcrook, 12) Ellison Road, 13) Fewster Square, 14) High Spen, 15) Old Durham Road, 16) Pelaw, 17) Ravensworth Road, 18) Rowlands Gill, 19) Saltwell Road, 20) Sheriffs Highway, 21) Sunniside, 22) Swalwell and 23) Winlaton.

2. Outside the retail hierarchy local community facilities and small shopping parades, including single shops, will be retained where they provide an important service to the local community and remain viable.
3. For retail proposals outside of the defined centres in the retail hierarchy:
 - i. Only permitting proposals where it can be demonstrated that there is not a sequentially preferable site in, or on the edge of, centres;
 - ii. Requiring an impact assessment in accordance with national planning guidance; and
 - iii. Considering impacts where there could be a significant adverse impact (regardless of development size) on a designated centre.
4. Applying 3 i-iii above to proposals for other main town centre uses outside the Urban Core, District and Local Centres.
5. The role of the Metrocentre, as an existing out-of-centre regional shopping destination, will be sustained and supported with proposals being assessed in line with national policy.

Policy CS8 Leisure, Culture and Tourism

Development which improves the range and quality of leisure, culture, and tourism facilities, including major sports venues and events, will be encouraged by:

1. Focusing leisure, cultural and tourist attractions in the Urban Core and at accessible locations.
2. Supporting visitor attractions and accommodation in the Rural and Village Area which are in accessible locations and do not undermine the character of the area.

Policy CS9 Existing Communities

Existing communities will be sustainable places of quality and choice. This will be achieved by:

1. Maintaining a range of housing types and sizes throughout the plan area.
2. Maintaining and improving facilities, services and the local environment.
3. Bringing empty properties back into use, demolition of housing which is no longer viable or in demand, supporting programmes of improvement and renewal and the replacement of housing.
4. Preventing the loss of family homes, through sub-division, change of use or redevelopment, and
5. Preventing an over concentration of shared accommodation.

Policy CS10 Delivering New Homes

Provision of approximately 30,000 new homes (excluding purpose built student accommodation) will be built over the period April 2010 to March 2030 (on average 1,500 per annum); this equates to approximately 25,550 net additions to the housing stock. The broad distribution of new homes will be:

	2010-15	2015-20	2020-25	2025-30	Total
GATESHEAD					
Gross Provision	2,450	2,600	4,250	1,700	11,000
Forecast losses	1,970	180	230	120	2,500
Net Provision	480	2,420	4,020	1,580	8,500
NEWCASTLE					
Gross Provision	2,600	5,100	5,650	5,650	19,000
Forecast losses	1,200	300	250	250	2,000
Net Provision	1,400	4,800	5,400	5,400	17,000
COMBINED					
Gross Provision	5,050	7,700	9,900	7,350	30,000
Forecast losses	3,170	480	480	370	4,500

Net Provision	1,880	7,220	9,420	6,980	25,500
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Policy CS11 Providing a Range and Choice of Housing

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 16,000 new homes to have three or more bedrooms.
2. Encouraging provision of Lifetime Homes and Wheelchair-Accessible Homes.
3. Increasing the choice of suitable accommodation for the elderly population and those with special needs including bungalows, sheltered accommodation and extra care accommodation.
4. Providing adequate space inside and outside of the home to meet the needs of residents.
5. Providing 15% affordable homes on all developments of 15 or more dwellings subject to development viability.
6. Focusing the provision of purpose built student accommodation within the Urban Core.

Policy CS12 Provision for Gypsies, Travellers and Travelling Showpeople

The existing site for travelling groups will be retained. Where additional need is identified sites should be:

1. Well related and close to existing communities to encourage social inclusion and sustainable patterns of living and:
 - i. Avoid sites being over-concentrated in any one location or disproportionate in size to nearby communities;
 - ii. Be accessible to local services such as schools, health and community services;
 - iii. Avoid harmful impacts on nearby properties by noise and light, vehicle movements and other activities, and
 - iv. Avoid areas at high risk of flooding.
2. Safe, secure and be able to maintain visual amenity for occupiers. Additional landscaping may be necessary to maintain visual amenity and provide privacy for occupiers.
3. Capable of accommodating the proposed uses to acceptable standards and provide facilities appropriate to the type and size of the site. Sites should include:
 - i. Water supply, foul water drainage and recycling/waste management;
 - ii. Provision of play space for children;
 - iii. Safe vehicular access from the public highway and adequate provision for parking, turning and safe manoeuvring of vehicles within the site (taking account of site size and impact); and
 - iv. Areas of storage for show equipment for travelling showpeople.
4. Free from ground contamination.

Policy CS13 Transport

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

1. Promoting sustainable travel choices including:
 - i. Improving equality of access to transport for everyone;
 - ii. Protecting and enhancing pedestrian routes, cycle networks and Rights of Way;
 - iii. An integrated public transport network and interchanges;
 - iv. Development of bus based park and ride facilities including at Lobley Hill, Eighton Lodge and Follingsby;
 - v. Metro re-invigoration and expansion of the Metro system in the longer term;
 - vi. Encouraging a change from sole occupancy car use to more sustainable alternatives; and
 - vii. The management of car parking locations, supply and pricing.

2. Improving the operation of the transport network and its wider connections by:
 - i. Promoting and facilitating improvements to wider networks where it is demonstrated that they have an acceptable impact on the local transport network and environment;
 - ii. Supporting the sustainable and efficient flow of passengers and freight via Newcastle International Airport, Newcastle Central Station, the Port of Tyne and High Speed Rail;
 - iii. Promoting the re-opening of regional heavy rail lines for passengers and freight, including the Leamside Line, and the Ashington, Blyth and Tyne Line;
 - iv. The creation of additional capacity on the Strategic Road Network, including the provision of an additional lane on the A1 in both directions from the A1/A19 Interchange at Seaton Burn to the Scotswood Road slip-- roads, and between the southern extent of the Lobley Hill Major Scheme improvements at Coalhouse and the A1/A194(M) bifurcation at Birtley;
 - v. Undertaking an assessment of the need for additional cross-river capacity;
 - vi. The development of Urban Traffic Management and Control (UTMC);
 - vii. Reducing unnecessary traffic through, within and around the Urban Core; and
 - viii. Managing freight movement to minimise the impact on the network and environment.
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.

Policy CS14 Wellbeing and Health

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.
3. Controlling the location of, and access to, unhealthy eating outlets.

Policy CS15 Place-Making

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. This will be achieved by:

1. Development being required to:
 - i. Respond positively to local distinctiveness and character, ii. Create safe and inclusive environments;
 - ii. Ensure connectivity, accessibility and legibility;
 - iii. Respect and enhance significant views and the setting of heritage asset;
 - iv. Respond to the unique character and importance of the River Tyne, its tributaries and its setting;
 - v. Respond positively to opportunities to introduce public art, and vii. Respond to local design and conservation guidance.

2. Taking a proactive approach to sustaining the historic environment in a manner appropriate to the significance of the relevant heritage asset and requiring development to support and safeguard the historic environment by:
 - i. Promoting the use, enjoyment and understanding of the historic environment,
 - ii. Positively responding to those heritage assets which are at risk, and not leaving heritage assets at risk, or vulnerable to risk; and
 - iii. Where appropriate positively adapting heritage assets to ensure the continued contribution to quality of place.

Policy CS16 Climate Change

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.
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.

Policy CS17 Flood Risk and Water Management

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.
4. Separate, minimise and control surface water runoff, discharging in order of priority to:
 - i. Infiltration based Sustainable Drainage Systems;
 - ii. A watercourse;

- iii. A surface water sewer; and
- iv. A combined sewer.

Policy CS18 Green Infrastructure and the Natural Environment

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 include:
 - 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.

Policy CS19 Green Belt

The Tyne and Wear Green Belt forms a wide band of protected land around Gateshead and Newcastle. The Green Belt as shown on the Policies Maps will be protected in accordance with national policy to:

1. Prevent the merging of settlements, particularly: Gateshead with Hebburn, Washington, Birtley or Whickham; Newcastle with Ponteland, or Cramlington; the main built-up area with nearby villages; and villages with each other.
2. Safeguard the countryside from encroachment.
3. Check unrestricted urban sprawl.
4. Assist in urban regeneration in the city-region by encouraging the recycling of derelict and other urban land.

Policy CS20 Minerals

Mineral resources and related infrastructure will be managed and safeguarded to meet current and future needs. A contribution to the region's supply needs will be made to ensure an adequate and steady supply of minerals in a way that supports the Councils' social, environmental and economic objectives. This will be achieved by:

1. The whole of the plan area being identified as a Mineral Safeguarding Area.
2. Areas of Search being defined in subsequent LDD's.
3. Proposals for non-energy mineral extraction being assessed individually and cumulatively, in terms of their contribution to national and regional guidelines, and the social, environmental and economic impacts arising.
4. Proposals for energy mineral developments being determined in accordance with national policy.
5. All minerals of economic importance being safeguarded and protected from unnecessary sterilisation by non-mineral development.
6. Where non-mineral development is proposed within the Mineral Safeguarding Area, consideration being given to the feasibility of prior extraction of the mineral resource from the site or its immediate surroundings, unless the site is less than 1 hectare, or there is evidence that:
 - i. The mineral resource is not present, has already been extracted or is of insufficient extent to be of any economic value; or

- ii. Extraction of the mineral would have an unacceptable impact on the environment, local communities and other neighbouring uses; or
 - iii. There is an exceptional overriding need for the development, which outweighs the value of the mineral resource.
7. Worked land being subject to high standards of restoration and aftercare to ensure it is returned to the most appropriate and beneficial after use at the earliest opportunity taking into account airport safety, and securing biodiversity, woodland and recreational enhancement.

Policy CS21 Waste

Solutions and proposals which allow waste to be managed sustainably and which encourage the waste hierarchy of prevention, reuse, recycling, recovery and only then safe disposal will be encouraged.

This will be achieved by:

1. Proposals for waste management facilities being assessed in regard to the achievement of the following locational criteria:
 - i. On-site management of waste;
 - ii. Expansion of existing waste management facilities;
 - iii. Co-location of waste facilities;
 - iv. Provision within appropriate Employment Areas; and
 - v. The re-use of previously-developed land.
2. Development associated with waste not having an adverse impact on the environment and human health.
3. Development that would result in the loss of waste management facilities being supported only where it is demonstrated that there no longer is a need for the facility or where the capacity can be met elsewhere.

Policy DEL1 Infrastructure and Developer Contributions

1. New development will:
 - a) be made acceptable through the provision of necessary infrastructure, b) take into account viability and other material considerations to:
 - i. address the off-site and cumulative impacts;
 - ii. deliver schemes in a timely manner;
 - iii. provide identified affordable housing need; and
 - iv. provide for new or improved facilities and services.
2. Contributions will be required to mitigate the strategic cross-boundary impacts of development.

3. CSUCP – Urban Core Policies

Policy UC1 Offices and Business Development

Office and business development (B1a and b of the Use Classes Order) will be promoted. This will be achieved by:

1. Provision of at least 380,000 square metres (gross internal area) of new office space.
2. Prioritising large scale office development in the following allocated mixed-use sites:
 - i. East Pilgrim Street;
 - ii. Gateshead Quays;
 - iii. Baltic Business Quarter;
 - iv. Stephenson Quarter;
 - v. Science Central.

Policy UC2 New Retail (A1) in Newcastle and Gateshead

Major new retail (Class A1) development will be in the designated Primary Shopping Areas and at East Pilgrim Street northern area (Figure 14.3) and will improve the quality, quantity and range of comparison and convenience shops. This will be achieved by:

1. Maintaining and enhancing Newcastle Retail Centre's position as the regional retail centre through the protection of the Primary Shopping Area and through future development in the East Pilgrim Street northern area. Retail development in the Primary Shopping Area and at East Pilgrim Street will provide at least 50,000 square metres additional gross retail (A1) floorspace. For East Pilgrim Street this is subject to proposals having no significant adverse impact on the Primary Shopping Area.
2. Redefining and revitalising Gateshead's Primary Shopping Area through retail-led mixed-use development, focused on Trinity Square, including the provision of further floorspace.

Policy UC3 Leisure, Culture and Tourism

Development which enhances and diversifies leisure, culture and tourism will be achieved by:

1. Extending the offer across the daytime and night time to a broader range of visitors through:
 - i. Business visitor uses and conference facilities;
 - ii. Family-friendly visitor attractions; and
 - iii. The provision of a range of hotels.
2. Supporting proposals to improve the appearance, use and accessibility of attractions including:
 - i. Creating a riverside leisure route along the River Tyne from the Swing Bridge to the Gateshead Millennium Bridge;
 - ii. Relocating Keelman's Way to follow the river's edge, providing pedestrian access to Gateshead Quays between the Swing Bridge and the Millennium Bridge.

Policy UC4 Homes

A range of size, types and tenure of housing will be promoted to diversify the housing offer through:

1. Development of approximately 3750 new homes.
2. Allocating the Exemplar Neighbourhood in the Southern Gateway Sub- Area for approximately 1000 new homes predominantly for families.
3. Allocating mixed-use sites which will include homes in the following Sub-Areas:
 - i. Newcastle Central;
 - ii. Civic;
 - iii. Discovery;
 - iv. Gateshead Central;
 - v. Quays and Baltic; and

- vi. Southern Gateway.
- 4. Promoting residential development as part of mixed-use schemes in the Quayside and Ouseburn Sub-Area.
- 5. Supporting conversions and redevelopment of upper floors for homes.

Policy UC5 Primary and Secondary Pedestrian Routes

Sustainable modes of travel will be promoted by giving priority where appropriate to pedestrian links and facilities to ensure an attractive, safe and better linked area. The routes identified below will be the focus for improvement over the plan period.

1. The Primary Pedestrian Routes (Figure 14.4) are designated as:
 - i. Barras Bridge to Central Station;
 - ii. The Monument to the Gateshead Millennium Bridge;
 - iii. Pilgrim Street to Gallowgate;
 - iv. Gateshead Primary Shopping Area to Gateshead Quays;
 - v. Gateshead Interchange to Gateshead College;
 - vi. Through East Pilgrim Street Key Site;
 - vii. Newcastle Central Station to the Science Central Key Site;
 - viii. Central Station to High Level Bridge;
 - ix. Central Station to Stephenson Quarter Key Site;
 - x. Central Station to Newcastle College;
 - xi. The Bigg Market to Gateshead Centre;
 - xii. Linking Gateshead Primary Shopping Area and the Exemplar Neighbourhood;
 - xiii. Linking Gateshead College to the Exemplar Neighbourhood;
 - xiv. Northumberland Road; and
 - xv. Along the River Tyne in Gateshead.
2. The Secondary Pedestrian Routes (Figure 14.4) are designated as:
 - i. Science Central to Newcastle University and the RVI via Strawberry;
 - ii. Place and Leazes Park Road;
 - iii. Barras Bridge to Newcastle University;
 - iv. Barras Bridge to Sandyford Road and Jesmond Road West;
 - v. Grainger Street to Pilgrim Street;
 - vi. Bigg Market to Pilgrim Street;
 - vii. Central Station to Pilgrim Street;
 - viii. Pilgrim Street to Ouseburn;
 - ix. Pilgrim Street to Oakwellgate;
 - x. Quayside to Gateshead Quays;
 - xi. Baltic Business Quarter to Gateshead Quays and The Sage Gateshead;
 - xii. The Haymarket to Grainger Street via Percy Street;
 - xiii. Newcastle Civic Centre to Shieldfield and Sandyford;
 - xiv. Gateshead Primary Shopping Area to Riverside Park; and
 - xv. Abbots Road to South Shore Road.
3. Development will be expected to contribute towards improving the routes by providing direct routes to and through the following sites and links to surrounding areas:
 - i. The Science Central Key Site;
 - ii. The East Pilgrim Street Key Site;
 - iii. The Gateshead Quays Key Site;
 - iv. The Exemplar Neighbourhood Key Site; and
 - v. The Baltic Business Quarter.

Policy UC6 Cycling

Sustainable modes of travel will be promoted giving priority where appropriate to cycling. Cycle infrastructure will be developed by promoting cycle improvements and links to the surrounding area. This will be achieved by:

1. Completion of the Great North Cycleway.
2. Improving links to the Newcastle Strategic Network.
3. The improvement of cycle routes and cycling priority inside the Urban Core Distributor Route (UCDR).
4. Development at Science Central, East Pilgrim Street, Forth Yards and The Quays connecting to the surrounding cycle network.

Policy UC7 Public Transport

Sustainable modes of travel will be promoted and public transport infrastructure will be enhanced by:

1. Improving stops, facilities, increasing bus priority and creating bus-only links including:
 - i. Bus facilities at the Bigg Market, and
 - ii. Improved bus facilities at Haymarket.
2. Providing new bus facilities as part of the comprehensive development at:
 - i. East Pilgrim Street, and
 - ii. Baltic Business Quarter.
3. Designating a Bus Loop (Figure 14.6) on Market Street, Durant Road, John Dobson Street, St Mary's Place, Percy Street, Newgate Street and Grainger Street.
4. Development proposals allowing for and contributing to the implementation of improved bus infrastructure.
5. Supporting proposals to deliver Metro re-invigoration.

Policy UC8 Freight and Servicing

To promote sustainable freight movement and minimise the impact on the environment and quality of place, major new development in the designated Freight Management Area (Figure 14.7) will be required to provide a Delivery Service Plan.

Policy UC9 General Traffic

Traffic access in and around the Urban Core will be managed to minimise through traffic and improve the local environment by:

1. Focusing traffic onto the designated Urban Core Distributor Route (UCDR) (Figure 14.8). This comprises parts of: A189, A167, A184 (Askew Road) that links the A189, and the A167, Skinnerburn Road along the Close /Quayside, Prince Consort Road, Charles Street, A167 Gateshead Highway to Askew Road.

Policy UC10 Car Parking

The location and supply of safe, secure car parking will be managed by:

1. Minimising car parking for development reflecting the highly accessible nature of the location.
2. Siting car parks close to the UCDR or on the edge of the Urban Core.
3. Managing the pricing of new car parks to promote short stay car parking over long stay car parking.
4. Restricting the development of temporary car parks.

Policy UC11 Gateways and Arrival Points

To ensure a strong, distinctive entrance and sense of arrival, development will be required to:

1. Improve and enhance the area in and around the following gateways:
 - i. Forth Yards;
 - ii. Westmorland Road;
 - iii. Westgate Road;

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- iv. Barrack Road;
 - v. Richardson Road;
 - vi. Great North Road;
 - vii. Sandyford Road;
 - viii. Camden Street Bridge;
 - ix. Northumbria City Campus East Bridge;
 - x. New Bridge Street West / Manors Bridge;
 - xi. Swan House;
 - xii. Askew Road / Prince Consort Road;
 - xiii. Oakwellgate;
 - xiv. Mill Road;
 - xv. Felling Bypass;
 - xvi. Bensham Road; and
 - xvii. Sunderland Road.
2. Improve the pedestrian and cycling environment and experience in and around the following arrival points:
- i. Haymarket Metro;
 - ii. Haymarket / Eldon Square Bus Station;
 - iii. St James Metro;
 - iv. Monument Metro;
 - v. Manors Metro;
 - vi. Manors Railway Station;
 - vii. Central Station; and
 - viii. Gateshead Interchange.

Policy UC12 Urban Design

To deliver higher quality locally distinctive places in terms of architecture and public realm, development will:

- 1. Be designed to respect and enhance the positive characteristics and context.
- 2. Provide a co-ordinated approach that reinforces and creates linkages to its surroundings.
- 3. Provide strong urban frontages and an appropriate urban grain reinforcing continuity and enclosure at a walkable urban block scale.
- 4. Ensure active frontages along Primary and Secondary Pedestrian Routes.
- 5. Incorporate high quality, durable and sustainable materials appropriate to the character of the area and the use envisaged for the site.

Policy UC13 Respecting and Managing Views Within, From and Into the Urban Core

To respect important public views there will be a presumption against development proposals that would cause significant harm. Views that will be respected include those:

- 1. From or across or into the Tyne Gorge.
- 2. From defined major movement corridors/routeways.
- 3. Of designated heritage assets, other distinctive landmark buildings and structures.

Policy UC14 Heritage

To respect the historical legacy, varied character and appearance of the historic environment development will:

- 1. Maximise opportunities to sustain and enhance the significance of heritage assets and their setting.
- 2. Deliver high quality in the design of new buildings and conversions reflecting the rich historic fabric.
- 3. Include opportunities for the contemporary interpretation of heritage assets including Hadrian's Wall and associated features.

Policy UC15 Urban Green Infrastructure

Development will protect and enhance the Urban Green Infrastructure Network, address gaps and improve linkages to the Strategic Green Infrastructure Network at:

1. Ouseburn.
2. Jesmond to Quays.
3. Universities.
4. Exhibition Park to Redheugh Bridge.
5. Riverside Park to Windmill Hill Park.
6. Regent Street.
7. Exemplar Neighbourhood.
8. Gateshead Quays and Baltic Business Quarter.
9. Exemplar Neighbourhood to Gateshead East Cemetery.
10. Exemplar Neighbourhood to Saltmeadows Riverside (and River Tyne).
11. Gateshead Quays to Saltmeadows Riverside.
12. Southern Gateway to Saltwell Park.

Policy UC16 Public Realm

The network of public open spaces and routes will be enhanced by:

1. Development improving the existing public spaces and creating new spaces.
2. The provision of spaces which are flexible and adaptable to a range of uses.
3. Incorporating high quality, durable and sustainable materials appropriate to the character of the area and the use envisaged for the site.
4. The provision for temporary spaces and for events.

Policy UC17 Public Art

To enhance character and local distinctiveness, development of Key Sites and Development Opportunity Sites will include public art.

4. CSUCP – Sub Area and Sites Policies.

Policy NC1 Newcastle Central Sub-Area

Promoting the continued success of the Central Sub-Area will be achieved through:

1. Protecting the retail centre and enhancing the role of Newcastle as the regional centre by:
 - i. Only permitting A1 and A3 within the Primary Retail Frontages (as designated in Figure 16.1) at ground floor level. Change of use from A1/A3 will only be permitted in exceptional circumstances where it can be demonstrated that the proposed use would make a significant contribution towards the vitality and viability of the retail centre; and
 - ii. Permitting A1, A2, A3 and other supporting uses within the Secondary Retail Frontages (as designated in Figure 16.1) at ground floor level which make a demonstrable contribution towards the vitality and viability of the centre.
2. Improving the environment and accessibility by:
 - i. Increasing pedestrian and cyclist priority on Blakett Street by upgrading the public realm and reducing bus movements;
 - ii. Upgrading the public realm on Northumberland Street and reducing servicing vehicles;
 - iii. Upgrading the public realm on Northumberland Road and improving pedestrian links across College Street and John Dobson Street;
 - iv. Providing and improving at-grade crossings at Swan House Roundabout; and
 - v. Narrowing John Dobson Street and providing a cycle route as part of the Great North Cycle Way.
3. Continuing the regeneration of Grainger Town through:
 - i. The re-use and conversion of the vacant or underused upper floors principally for residential uses; and
 - ii. Safe, secure and sensitively designed ground floor entrances to upper floors which respect the historic buildings.
4. Refurbishing Central Gateway by:
 - i. Increasing pedestrian space and pedestrian priority including undertaking improvements to Neville Street;
 - ii. Enhancing links to the Primary Shopping Area via Grainger Street, Newcastle College via Westmorland Road, Science Central via Pink Lane and Bath Lane and also links to the Stephenson Quarter Key Site and Gateshead; and
 - iii. Removing traffic from the Central Station portico.
5. Regenerating the Old Newcastle area by:
 - i. Refurbishing and reusing the Black Gate; and
 - ii. Improving, access into the Castle Keep, signage, interpretation and the surrounding public realm.
6. Enhancing the Urban Green Infrastructure Network and network of public open spaces by undertaking improvements at the Bigg Market.

Policy NC2 East Pilgrim Street Key Site

1. East Pilgrim Street Key Site (Figure 16.3) is allocated for:
 - i. Retail-led (A1) mixed-use in The Northern Area (north of Market Street); and
 - ii. Mixed-use Offices (B1), Residential (C3) Student Accommodation (C4) and Leisure (D2) (as principal uses) in the Central and Southern area (south of Market Street).
2. Development will be comprehensively planned, phased and must ensure it provides:
 - i. New retail streets in an open plan format linked into the existing retail circuit;
 - ii. Improved pedestrian accessibility and cycling priority through:

- a) An east/west route forming part of the Primary Pedestrian Route connecting New Bridge Street West to Manors;
 - b) Enhanced links to Manors Metro and rail station;
 - c) Enhanced links from Pilgrim Street across Swan House roundabout;
 - d) Removal of footbridges and underpasses where possible;
 - e) Restriction of general traffic through the site; and
 - f) New cycle routes which link to the cycle network.
- iii. A new bus facility on the eastern edge of the site reorganising bus movements to and through the site as part of the comprehensive redevelopment scheme;
 - iv. Appropriate levels of car parking on the edge of the site to serve the comprehensive development;
 - v. Refurbishment of Listed Buildings and Scheduled Ancient Monuments which are integrated into the redevelopment;
 - vi. Archaeological assessment, fieldwork, recording and preservation where appropriate.

Policy C1 Civic Sub-Area

Promoting growth of the knowledge economy and enhancing accessibility to and through the Civic Sub-Area will be achieved by:

- 1. Supporting the expansion of the Universities and RVI Hospital to meet their needs for new and improved accommodation.
- 2. Managing traffic, public transport and improving the network of routes for pedestrians and cyclists at:
 - i. Claremont Road and Barras Bridge;
 - ii. Gallowgate;
 - iii. St Marys Place;
 - iv. Queen Victoria Road; and
 - v. Sandyford Road.
- 3. Enhancing the Urban Green Infrastructure Network and network of public open spaces by undertaking improvements at:
 - i. Strawberry Place;
 - ii. St James Metro;
 - iii. Percy Street West; and
 - iv. Kings Manor Business Park.

Policy C2 Science Central Key Site

Science Central Street Key Site (Figure 16.4) is allocated for Science and Research-led mixed-use, including for Research and Development and Offices (B1), Residential (C3), Student Accommodation (C4) and Non-Residential Institutions (D1) (as principal uses).

- 1. Development is required to be comprehensively planned and phasing must ensure it provides:
 - i. A major east / west route through the site which will become a Primary Pedestrian Route connecting Westgate Road to Strawberry Place;
 - ii. A network of connected public spaces throughout the site; and
 - iii. Highly sustainable buildings which meet the latest design standards and energy solutions which support delivery of a district heating network.

Policy D1 Discovery Sub-Area

Regenerating the Discovery Sub-Area as a major gateway entrance and extending connections west will be achieved through:

- 1. Supporting the expansion of Newcastle College to meet their needs for new and improved accommodation.
- 2. Improving accessibility and connections for pedestrians, cyclists and vehicles by:

- i. Undertaking improvements at: Dunn Street, Plummer Street, Tyneside Road, Westmorland Road, Skinnerburn Road and along the route of the former Carlisle Railway Line; and
 - ii. Requiring development to contribute to improvements at: Forth Street, Railway Street, Forth Banks, Pottery Lane, through the former Calders site, Shot Factory Lane, George Street, St James Boulevard, Churchill Street, Blandford Square.
3. Enhancing the Urban Green Infrastructure Network and network of public open spaces by providing spaces at:
- i. Blandford Square;
 - ii. Former Calders Site; and
 - iii. Pottery Lane.

Policy D2 Stephenson Quarter Key Site

Stephenson Quarter Key Site is allocated (Figure 16.5) for office-led mixed-use development (B1) supported by a range of ancillary uses.

- 1. Development is required to be comprehensively planned and phasing must ensure it provides:
 - i. Improved access and permeability to and within the site for pedestrians through links to Central Station, the Quayside and Forth Yards;
 - ii. A network of public open spaces within the area linked to the surrounding pedestrian network;
 - iii. Refurbishment of Listed Buildings and their integration into the redevelopment;
 - iv. Development which respects and responds sensitively to the Tyne Gorge setting; and
 - v. Archaeological assessment, fieldwork, recording and preservation where appropriate.

Policy D3 Forth Yards Development Opportunity Site

Forth Yards (Figure 16.6) is allocated for mixed-use. The principal uses will include Offices (B1), Leisure (D2) and Residential (C3).

- 1. Developments must:
 - i. Maintain and improve access to the site and provide clear routes across the site for pedestrians, cyclists and public transport;
 - ii. Improve access roads to and through the site;
 - iii. Maintain and improve access to the river Tyne creating visual links to the river;
 - iv. Provide a high quality landmark entrance respecting and responding sensitively to the Tyne Gorge and the scale and setting of the Redheugh and King Edward Bridges; and
 - v. Provide a public space in the area between Redheugh Bridge Road and Pottery Lane.

Policy QO1 Quayside and Ouseburn Sub-Area

Promoting the development of the Quayside and Ouseburn Sub-Area as a diverse and sustainable mixed-use area will be achieved by:

- 1. The development of a mix of housing types, sizes and tenures including family homes.
- 2. The continued development of creative business cluster for small and medium sized enterprises in the Ouseburn.
- 3. Leisure, culture and tourism development that complements existing uses.
- 4. Improving pedestrian and cycle access through:
 - i. Undertaking crossing improvements at Byker Bank and Cut Bank;
 - ii. Providing a new north/south cycle route along Ford Street and Foundry Lane; and
 - iii. Rationalising on street car parking and promoting shared parking facilities as part of new developments.
- 5. Supporting and enhancing existing public transport infrastructure.
- 6. Sustaining and enhancing the character of the area through the re- use of vacant historic buildings and by respecting the scale, plot sizes, topography and historic grain of the area.
- 7. Requiring development along the riversides to provide access to the riverside walkways along the River Tyne and the Ouseburn River.

8. Enhancing the Urban Green Infrastructure Network and the network of public open spaces through:
 - i. Undertaking improvements to the biodiversity and ecological value of the River Tyne and Ouseburn River, links to Heaton Park and Jesmond Vale;
 - ii. Undertaking improvements at City Stadium, Ouseburn Farm Woodlands and fields, Ballast Hills, Tarsset Street; and
 - iii. Development providing green infrastructure and/or public spaces at: Malmo Quay, Spillers Quay West, Land west of the Free Trade, Lower Steenbergs Yard, Ince Building and Heany's Workshop.
9. Ensuring that new development minimises surface water run off into the Ouseburn.

Policy AOC1 Newburn

Land is allocated at Newburn (Figure 16.7) for residential development. Development within the allocated area is required to be brought forward in accordance with an approved masterplan to demonstrate a comprehensive and coordinated approach to site development and infrastructure provision and demonstrate 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.
2. For education provision for primary and secondary age school children to serve the needs of the new and existing communities.
3. Access to and provision of local facilities and services including shops and healthcare to serve the needs of the new and existing communities.
4. Road connections to the highways network and to existing communities and services.
5. Mitigation for the cumulative traffic impacts of the proposed development on the highway network.
6. Measures to mitigate noise, vibration and visual impact of the Employment Areas to the east and west.
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, including improvements to the Riverside Park.
8. Protection and enhancement of important trees and hedgerows and areas of ecological and landscape importance.
9. Necessary archaeological assessments.
10. A design code to ensure development of distinctive neighbourhoods.
11. For open spaces to include access to formal and informal recreational areas including sports, playing pitches and children's play areas.
12. 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.

Policy NN1 Lower, Middle and Upper Callerton

Land is allocated at Lower (NN1a Figure 16.8a), Middle (NN1b Figure 16.8b) and Upper Callerton (NN1c Figure 16.8c) Neighbourhood Growth Area for approximately 3000 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 educational provision for primary age and secondary age school children to serve the needs of the new and existing communities.
3. Access to and provision of local facilities and services including shops and healthcare to serve the needs of the new and existing communities.

4. Road connections to the highways network (including an Access Road and connections to the A696 and, if appropriate, A69), 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.
6. Measures to mitigate noise and visual impact from the A696 and A69.
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 watercourses, important trees and hedgerows, and areas of ecological and landscape importance.
10. Necessary archaeological assessments.
11. A design code for Lower, Middle and Upper Callerton 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.

Policy NN2 Kingston Park/Kenton Bank Foot

Land is allocated at Kingston Park/Kenton Bank Foot Neighbourhood Growth Area (NN2 Figure 16.9) for approximately 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.

Policy NN3 Newbiggin Hall

Land is allocated at Newbiggin Hall Neighbourhood Growth Area (NN3 Figure 16.10) for approximately 300 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 services at Newbiggin Hall.
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.
6. Measures to mitigate noise and visual impact from the A696.
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 including Newbiggin Dene.
10. Necessary archaeological assessments.
11. A design code to ensure development of distinctive neighbourhoods.
12. For open spaces to include access to formal and informal recreational areas including sports, playing pitches and childrens 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.

Policy NN4 Newcastle Great Park

1. Newcastle Great Park comprises:
 - i. the existing Great Park development area NN4d, this includes site NN4a which is now allocated for approximately 880 new homes by 2030 and education provision for both primary and secondary aged children by 2021, and
 - ii. the Neighbourhood Growth Area sites NN4b and NN4c which are allocated for approximately 600 new homes by 2030.
2. A comprehensive approach to the masterplanning of Newcastle Great Park will be required.

3. Development at Newcastle Great Park will be in accordance with masterplans and phasing plans that demonstrate how each phase of development is sustainable and deliverable.
4. New development at NN4a will be required to make an appropriate reservation(s) of land to enable suitable road connections from NN4b and KEA1 to be delivered.
5. New development at the Neighbourhood Growth Area sites NN4b and NN4c will be planned to be extensions to the existing Great Park development area NN4d and to appropriately integrate and connect to existing Great Park development area NN4d.
6. The development of the Neighbourhood Growth Area sites NN4b and NN4c will be phased to come forward in the period 2020-2025 to ensure that infrastructure is in place. The Council must be satisfied that connectivity, access and linkages with NN4d including: necessary local road, cycle and pedestrian connections; connections to the Strategic Highway Network; and, education provision can be delivered appropriate to the phasing of the development.
7. Development at Newcastle Great Park will be required to provide:
 - i. A range of sizes, types and tenures of housing to include a minimum of 75% of family homes;
 - ii. For education provision for primary and secondary age school children to serve the needs of the new and existing communities;
 - iii. Access to and provision of local facilities and services including shops and healthcare to serve the needs of the new and existing communities at Great Park Centre;
 - iv. Road connections to the highways network, between and through new housing areas and to existing communities and services including a suitable and direct road link from site NN4b to NN4d via site NN4a;
 - v. Mitigation of the cumulative traffic impacts of the proposed development on the highway network;
 - vi. Measures to mitigate noise and visual impact from the A1 (site NN4c);
 - vii. For the retention and development of rights of way, pedestrian routes and cycle routes to connect existing networks, green spaces, communities and local facilities;
 - viii. For the retention and development of a strong and identifiable boundary to the Green belt;
 - ix. Protection and enhancement of important trees and hedgerows, and areas of ecological and landscape importance;
 - x. Necessary archaeological assessments;
 - xi. A design code to ensure development of distinctive neighbourhoods;
 - xii. For open spaces to include access to formal and informal recreational areas including sports, playing pitches and children's play areas;
 - xiii. 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;
 - xiv. A water supply strategy to consider the cumulative impact of the development and ensure water supply for the development;
 - xv. Integration of opportunities for flood risk management and reduction of existing flood risk in the Ouseburn;
 - xvi. 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.

Policy NV1 Dinnington

Land is allocated at Dinnington (NV1 Figure 16.12) for approximately 250 new homes. Development of each allocated site is required to be 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 in Dinnington.
4. Road connections to the highways network and to existing communities and services, the preferred main access being via Prestwick Road.
5. For the retention and development of rights of way, pedestrian routes and cycle routes to connect existing networks, green spaces, communities and local facilities.
6. For the retention and development of a strong and identifiable boundary to the Green Belt.
7. Protection and enhancement of important trees and hedgerows, and areas of ecological and landscape importance.
8. Necessary archaeological assessments.
9. A design code to ensure development of distinctive neighbourhoods.
10. For access to open spaces to include access to formal and informal recreational areas including sports, playing pitches and children's play areas.
11. 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.
12. A Water Supply Strategy to consider the cumulative impact of the development and ensure water supply for the development to reduce flood risk and ensure no deterioration of water quality.
13. Measures to ensure existing greenfield runoff rates up to the 100 year rainfall event taking into account of anticipated climate change and maintaining overland flow paths.

Policy NV2 Hazlerigg and Wideopen

Land is allocated at Hazlerigg (NV2a Figure 16.13a) and Wideopen (NV2b Figure 16.13b) for approximately 500 new homes. Development of each allocated site is required to be 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. Access to and provision of local facilities and services including shops and healthcare to serve the needs of the new and existing communities.
4. Road connections to the highways network and to existing communities and services, the preferred access being via Coach Lane.
5. Mitigation of the cumulative traffic impacts of the proposed development on the highway network.
6. Measures to mitigate noise and visual impact.
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 to ensure development of distinctive neighbourhoods.
12. For access to 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 to reduce floor risk and ensuring no deterioration of water quality.
15. 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.

Policy NV3 Throckley

Land is allocated at Throckley North (NV3a Figure 16.14a) and Throckley South (NV3b Figure 16.14b) for approximately 550 new homes. Development of each allocated site is required to be 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. Access to and provision of local facilities and services including shops and healthcare to serve the needs of the new and existing communities.
4. Road connections to the highways network (including access to A69) and to existing communities and services. The preferred main access to NV3a is via the A69 roundabout junction, however other acceptable accesses will be considered.
5. Mitigation of the cumulative traffic impacts of the proposed development on the highway network.
6. Measures to mitigate noise and visual impact from the A69 (NV3a).
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 importance.
10. Necessary archaeological assessments.
11. A design code to ensure development of distinctive neighbourhoods.
12. For access to 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 to reduce flood risk and ensuring no deterioration of water quality.
15. 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.

Policy KEA1 Newcastle International Airport

1. Land at Newcastle International Airport (KEAa) is allocated for airport related development (Figure 16.15a). Planning Permission will only be granted for development which is required for the continued expansion by Newcastle International Airport. Development will be required to:
 - i. Directly relate to the operations or function of the airport, and
 - ii. Not cause demonstrable harm to interests of acknowledged importance, including residential amenity.
2. Land to the south of Newcastle International Airport (KEAb, KEAc, Figure 16.15 b and c) is allocated primarily for employment uses (B1, B2 and B8). This includes:
 - i. 4 hectares (net) of land at South of Freight (KEAb) for small business units/industrial, and
 - ii. 32 hectares (net) of land at Southside (KEAc) for predominately air freight and warehousing.
3. 10 hectares (net) of land is allocated at Southside expansion site (site KEAd Figure 16.15d) for a larger single user (B1).
4. Development on site will be required to:
 - i. Improve access links to the sites and to the highway network,
 - ii. Improve the highway network to mitigate the impact of additional traffic generated by the development on surrounding roads,
 - iii. Make appropriate reservations of land to enable the delivery of the Airport Access Road from the A696 to Dinnington Road/Brunton Lane,

- iv. Improve pedestrian and cycle accessibility and public transport infrastructure,
- v. Retain and develop rights of way, pedestrian routes and cycle routes to connect existing networks, green spaces, communities and local facilities
- vi. Protect and enhance watercourses, important trees and hedgerows, and areas of ecological and landscape importance.
- vii. 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.

5. UDP

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

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

SITE	AREA	CATEGORY
1. NORTHERN DEVELOPMENT AREA <i>(Superseded by CSUCP NN4)</i>	80.0	1

B) BUSINESS (CLASS B1 OF THE USE CLASSES ORDER)

2. COLLINGWOOD CLINIC	5.4	2
3. ST. SILAS, SHIELDS ROAD	1.0	4

C) BUSINESS AND GENERAL INDUSTRY (CLASSES B1, B2 AND B8 OF THE USE CLASSES ORDER)

4. NEWBURN HAUGH <i>(Superseded by CSUCP AOC1)</i>	75.0	3
5. WALKER RIVERSIDE INDUSTRIAL ESTATE <i>(Superseded by WRAAP ED1)</i>	7.9	4
6. SANDHILLS	2.7	4
7. HEATON JUNCTION	5.2	4
8. FOWBERRY ROAD, SCOTSWOOD <i>(Superseded by BSAAP EE2)</i>	0.5	5

~~D) AIRPORT RELATED USES *(Superseded by CSUCP KEA1)*~~

9. NEWCASTLE INTERNATIONAL AIRPORT <i>(Superseded by CSUCP KEA1)</i>	203.0	N/A
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E) ESSENTIAL SERVICES FOR TRUNK ROAD USERS

10. NORTH BRUNTON	2.0	N/A
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ED2.2 LAND IN THE CITY CENTRE IS ALLOCATED FOR MIXED USE DEVELOPMENT (CLASSES B1, C1, C3 AND D2 OF THE USE CLASSES ORDER AND CLASSES A1, A2 AND A3 OF THE USE CLASSES ORDER WHERE THESE ARE ANCILLARY TO THE AFOREMENTIONED CLASSES) AND, WHERE APPROPRIATE, OPEN SPACE AT:

SITE

1. AREA NORTH BLANDFORD SQUARE (HA)	0.64
2. SOUTH BLANDFORD SQUARE	0.85
3. EAST BLENHEIM STREET	0.95
4. NORTH OF THE CLOSE	0.25
5. DURANT ROAD/JOHN DOBSON STREET <i>(Superseded by CSUCP NC2)</i>	0.22
6. FORMER CANNON CINEMA SITE	0.25
7. EAST STOWELL STREET	0.41
8. GALLOWGATE	0.43
9. GALLOWGATE COACH STATION/BATH LANE CAR PARK	1.30
10. ORCHARD STREET	1.06
11. PERCY STREET	0.51
12. ST JAMES METRO STATION	1.10
13. WEST OF CENTRAL STATION	3.65

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

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

1. Airport Industrial Estate
2. Albion Row Industrial Estate
3. Armstrong Industrial Estate
4. Bells Close Industrial Estate
5. Bakery, Ponteland Road
6. Blucher industrial area
7. Brough Parkway Industrial Estate
8. Brunswick Industrial Estate
9. ~~Condercum Road~~ (*Superseded by BSAAP EE3*)
10. Fawdon industrial area
11. George Street/Blandford Street
12. Gosforth Industrial Estate
13. Haddricks Mill Road
14. Hoult's Yard
15. Industry Road
16. Mill Lane Industrial Estate/Lynwood Development Centre
17. New Bridge Street
18. Newburn Haugh Industrial Estate
19. Newburn Industrial Estate
20. Newburn High Street/Walbottle Road
21. ~~Newcastle Brewery~~ (*Superseded by CSUCP C2*)
22. Noble Street Industrial Estate
23. Pooley Road/Slatyford Lane
24. ~~Premier Development Centre, Whitehouse Road~~ (*Superseded by BSAAP EE2*)
25. Prospect/Tynos Works
26. Rainbow Workshop
27. Riverside East
28. Scotswood Road Industrial Estate
29. Scotswood Road West
30. Shieldfield Industrial Estate
31. Shields Road West
32. Shields Road/Fossway
33. Throckley Industrial Estate
34. ~~Walker Riverside Industrial Park~~ (*Superseded by WRAAP ED2*)
35. ~~Walker Riverside~~ (*Southern part of site superseded by WRAAP ED2*)
36. Warwick Street
37. Westerhope Industrial Estate
38. Whitehouse Road
39. Whickham View
40. Former Colliery Buildings Havannah (see Policy GB 2.4)
41. Prestwick Industrial Estate

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

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

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

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

1. Blucher industrial area
2. ~~Condercum Road~~ (*Superseded by BSAAP EE3*)
3. Elswick Riverside
4. Hoult's Yard
5. New Bridge Street
6. Ouseburn
7. Riverside East
8. Riverside West
9. Shields Road West
10. Walker Riverside

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

ED6 PLANNING PERMISSION FOR TELECOMMUNICATIONS DEVELOPMENTS WILL BE GRANTED WHERE:

- A. THERE ARE NO SATISFACTORY ALTERNATIVE SITES FOR TELECOMMUNICATIONS AVAILABLE; AND
- B. THERE IS NO REASONABLE POSSIBILITY OF SHARING EXISTING TELECOMMUNICATIONS FACILITIES; AND
- C. THERE IS NO REASONABLE POSSIBILITY OF ERECTING ANTENNAS ON AN EXISTING BUILDING OR STRUCTURE. AND DEVELOPMENT SHOULD BE SITED AND DESIGNED SO AS

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

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

1. NORTHERN DEVELOPMENT AREA SITE 1, NORTH OF BRUNTON PARK	3.3	100
2. NORTHERN DEVELOPMENT AREA SITE 2, WEST OF BRUNTON PARK	16.7	500
3. NORTHERN DEVELOPMENT AREA SITE 3, NORTH OF KINGSTON PARK ROAD	13.3	400
4. NORTHERN DEVELOPMENT AREA SITE 4, NORTH OF OUSEBURN, SOUTH OF BRUNTON LANE	50.0	1500
5. LITTLE BENTON (PART OF), FORMER WILLS FACTORY	3.9	100
6. COLLINGWOOD CLINIC, ST NICHOLAS HOSPITAL, SITES F/G	5.4	180
7. CARSDALE ROAD, NORTH KENTON	1.3	40
8. LEMINGTON HOSPITAL	1.0	30
9. BURNHAM AVENUE, LEMINGTON	1.0	30
10. PHILIPSON STREET, SOUTH OF <i>(Superseded by WRAAP)</i>	0.6	20
11. LAMB STREET, WALKER <i>(Superseded by WRAAP E3)</i>	0.6	20
12. ELSWICK ROAD/BRISTOL TERRACE	0.5	40
13. YATESBURY AVENUE, BLAKELAW	0.6	30
14. RYE HILL, ELSWICK	1.0	30
15. WARKWORTH STREET, LEMINGTON	0.5	15
16. BENFIELD ROAD	2.4	32

H2 DEVELOPMENT WHICH WOULD HARM THE AMENITY OF ANY DWELLING, OR GROUP OF DWELLINGS WILL NOT BE ALLOWED. IMPACT ON RESIDENTIAL AMENITY WILL BE ASSESSED WITH PARTICULAR REGARD TO:

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

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

H4 A HIGH QUALITY OF DESIGN AND LANDSCAPING WILL BE REQUIRED IN ALL HOUSING DEVELOPMENT. PARTICULAR ATTENTION WILL BE PAID TO:

- A. GOOD STANDARDS OF OUTLOOK, NATURAL LIGHT AND PRIVACY IN ALL DWELLINGS;
- B. MEASURES FOR DESIGNING OUT CRIME;
- C. MEASURES TO MAXIMISE ENERGY EFFICIENCY;

-
- D. SAFE, CONVENIENT AND COMFORTABLE CIRCULATION FOR PEDESTRIANS ESPECIALLY CHILDREN, ELDERLY PEOPLE AND THOSE WITH DISABILITIES, INCLUDING MEASURES FOR TRAFFIC CALMING AND CYCLING; AND
 - E. THE CHARACTER AND QUALITY OF THE LOCAL ENVIRONMENT.
-

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

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

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

GOSFORTH HIGH STREET

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

SHIELDS ROAD

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

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

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

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

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

- A. RETAINING THE BEST BUILDINGS;
- B. TAKING FULL ADVANTAGE OF LANDFORM, LANDSCAPE AND OTHER SITE FEATURES;

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

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

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

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

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

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

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

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

MAIN APPROACHES TO THE CITY

Rail: East Coast Main Line

1. approaching and crossing King Edward Bridge
2. Little Benton area

Sunderland Line

3. approaching and crossing High Level Bridge

Metro:

4. Crossing Queen Elizabeth Bridge
5. Approaching Kenton Bankfoot

Road: from north

6. A1 Western Bypass
7. A1/B1318 Great North Road

From north east

8. A189 Salters Road

From east

9. A1058 Coast Road

From south east

10. A6115 Felling Bypass

From south

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

From west

15. A69/West Road
16. B6324 Stamfordham Road

From north west

17. A696 Woosington Bypass

APPROACHES TO THE CITY CENTRE

Rail:

18. King Edward Bridge to Central Station
19. Ouseburn Viaduct to Central Station

Metro:

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

Road: From north

22. B138 Great North Road crossing Town Moor

From east

23. A193 Shields Road crossing Byker Bridge
24. A186 Walker Road/City Road at St Anthonys Recreation Ground and Glasshouse

Bridge to Milk Market

From south

25. A167 Tyne Bridge
26. A189 Redheugh Bridge

From west

27. A695 Scotswood Road at Malborough Crescent

-
- 28. A186 Westgate Road, Westgate Hill School to Blenheim Street
From north west
 - 29. A189 Grandstand Road/Barrack Road, Cow Hill to Gallowgate
 - 30. A167 North West Radial, Cow Hill to Great North Road

MAJOR MOVEMENT CORRIDORS THROUGH CITY

Rail:

- 31. East Coast Main Line, King Edward Bridge to Little Benton

Metro:

- 32. All of the system within City

Road:

- 33. A1 Wideopen to Blaydon Bridge
- 34. B1318/A167(M) Brunton Park to Tyne Bridge
- 35. A187 Salters' Bridge to Redheugh Bridge
- 36. A1058/A167/B6324/A696 Heaton to Stamfordham Road & Woolsington Bypass
- 37. A193A/A167(M)/A186/A69 Shields Road via Mosley Street to West Road
- 38. A186/B1600/A695 Walker via Quayside to Scotswood Bridge

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

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

1. BIG WATERS
2. GOSFORTH PARK
3. JESMOND DENE
4. NEWBURN/THROCKLEY/WALBOTTLE, ENVIRONS OF
5. TOWN MOOR
6. WOOLSINGTON PARK

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

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

1. Dewley Farm
2. Gosforth Park
- ~~3. Kenton Bank~~ (*Superseded by CSUCP NN3*)
- ~~4. Northern Development Area~~ (*Superseded by CSUCP NN4*)
5. Richard Pit
6. St John's
7. Salters Lane
8. Whorlton Hall
9. Woolsington

EN4 DEVELOPMENT CLOSELY RELATED TO THE RIVERS AND RIVERSIDES WILL ONLY BE PERMITTED IF IT:

-
- A. IS APPROPRIATE, IMAGINATIVE AND SENSITIVE TO RIVER SETTINGS;
 - B. CONTRIBUTES TO THE RENEWAL AND IMPROVEMENT OF RIVERSIDE CORRIDORS; AND
 - C. DOES NOT SIGNIFICANTLY DETRACT FROM THE AMENITY OF A RIVERSIDE CORRIDOR OR REDUCE ACCESS TO THE RIVERSIDE.

The policy is not compliant with the NPPF and therefore will be given limited weight when determining planning applications.

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

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

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

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

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

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

- A. INCLUSION WITHIN A GREEN WEDGE LINKED TO THE COUNTRYSIDE OR LAND OF COUNTRYSIDE CHARACTER WITHIN THE URBAN AREA;
- B. PROVISION FOR PARTICULAR SPORT OR OTHER ORGANISED RECREATIONAL ACTIVITY;

-
- C. PROVISION FOR INFORMAL OR CASUAL RECREATION, INCLUDING CHILDREN'S PLAY AND RECREATIONAL ROUTES;
 - D. PROVISION FOR HORTICULTURAL OR OTHER SIMILAR SPECIALISED RECREATION SUCH AS ALLOTMENTS AND PIGEON CREES;
 - E. OPENNESS AND/OR GREENERY PROVIDING VISUAL RELIEF IN A BUILT-UP AREA;
 - F. CONTRIBUTION TO THE AMENITY OF A LOCALITY; OR
 - G. PRESERVATION OF A WILDLIFE HABITAT OR CONTINUITY OF A WILDLIFE CORRIDOR.
-

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

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

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

COUNTRY PARKS

CA 10 Ouseburn Country Park

NE 15 Newburn Country Park

AREAS OF COUNTRYSIDE CHARACTER

JE 01 Jesmond Dene

KE 06 Nuns Moor

LE 05 Sugley Dene

MR 01 Castle Leazes

MR 02 Hunters Moor

MR 09 Town Moor

NE 14 Walbottle Dene

SA 13 Jesmond Vale

SC 06 Denton Dene (south)

SG 06 Dukes Moor

~~WA 03 Walker Riverside Park~~ (*Superseded by WRAAP HP2, HP4 & EP4*)

WI 09 Nuns Moor (south)

NEIGHBOURHOOD AND CITY CENTRE PARKS

BE 08 Hodgkin Park, Benwell (*Policy BSAAP EC1 also applies*)

DE 06 Freeman Park

FA 04 Fawdon Park

FA 06 North Kenton Park

GR 08 St Nicholas Park, Gosforth

JE 03 Brandling Park

MR 10 Exhibition Park

MR 11 Leazes Park

SA 16 Heaton Park

SA 17 Armstrong Park

SG 07 Gosforth Central Park

W1 03 Nuns Moor Park, Fenham

WA 04 Walker Park (*superseded by EP2/EP3*)

WE 09 Elswick Park

LOCAL OPEN SPACESBenwell

- BE 01 Land to south of Benwell Nature Park *(Policy BSAAP EC1 also applies)*
- BE 02 Armstrong Road/Pipetrack Lane *(Part of the policy is superseded by BSAAP H1)*
- BE 03 Land to east of South Benwell Road *(Part of the policy is superseded by BSAAP EE1)*
- ~~BE 04 Former Pendower Primary School *(Policy is superseded by BSAAP EC1)*~~
- BE 05 Amelia Walk *(Policy BSAAP EC1 also applies)*
- BE 06 Scotswood Road *(Policy BSAAP EC1 also applies)*
- BE 15 Benwell Nature Park *(Policy BSAAP EC1 also applies)*
- BE 17 West of Newcastle Business Park
- BE 99 Hadrian's Way (part)

Blakelaw

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

Byker

- BY 01 Chillingham Road/North View
- BY 02 Union Road/Fossway
- BY 03 Spires Lane
- BY 04 Bothel Street, Bamburgh Terrace
- BY 05 Bothel Street
- BY 06 Relton Avenue *(Part superseded by WRAAP HP1 & EP2/EP3)*
- BY 07 Ayton Park
- BY 08 St Michaels Mount
- BY 09 St Lawrence Park
- BY 10 Ballast Hill Park
- BY 15 Land at Byker Buildings
- BY 16 Land under Byker Bridge and City Farm
- BY 99 Hadrian's Way (part)

Castle

- CA 02 Land north of Recreation Ground, Westfield Avenue
- CA 03 Woodend Way, Kingston Park
- CA 04 Gala Field, Kingston Park
- CA 05 Rear of Shannon Court
- CA 06 Lincoln Green
- CA 07 Gala Field, Hazlerigg
- CA 19 Land at Drysdale Court/Darrel Street

Dene

- DE 01 Coxlodge Wagonway
- DE 02 Spalding Close
- DE 03 The Spinney Recreation Ground

DE 04 Stephenson Road/Newton Road (west)
DE 05 Stephenson Road/Newton Road (east)
DE 20 Little Benton

Denton

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

Elswick

EL 01 Rear of Oakfield Gardens (*Policy BSAAP EC1 also applies*)
~~EL 02 East of Canning Street School (*Superseded by policy BSAAP EC1*)~~
EL 03 Land between Sceptre Street and Elswick Road

Fawdon

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

Fenham

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

Grange

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

Heaton

HE 01 Iris Brickfields

Jesmond

JE 16 Land adjacent to St George's Parish Church

Kenton

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

Lemington

LE 01 Land west of Western Bypass, Dumpling Hall
LE 02 Vallum, south of Wallington Drive
LE 03 Land north of Lemington Road (part of Percy Pit)

LE 04 Linear open space between Hospital Lane and Burnham Avenue

LE 16 Warkworth Street

LE 99 Hadrian's Way (part)

Monkchester

MK 01 Rear of Vallum Road

MK 02 Tunstall Avenue

Moorside

MR 04 Prospect Place

MR 05 East of Vallum Way

MR 06 Adjoining Hancock Museum

MR 07 St Thomas's Churchyard and adjoining Civic Centre

MR 08 Claremont Road

Newburn

NE 01 Land south of Quarry Park, Throckley

NE 02 North of Woodlands, Throckley

NE 03 Hill House Road (east)

NE 04 Hill House Road (west)

NE 05 Tillmouth Park Road

NE 06 Leazes Park Road

NE 07 The Paddock

NE 08 Walbottle Quarry, Walbottle Road

NE 09 Dene Terrace

NE 10 Percy Pit

NE 11 Land between Hospital Lane and Lemington Road (part Percy Pit)

NE 12 Walbottle Wagonway

NE 13 Municipal offices, Newburn Road

NE 29 Land south of Walbottle Dene

NE 99 Hadrian's Way (part)

Sandyford

SA 01 City Stadium, Shieldfield

SA 02 Greystoke Gardens

SA 03 Melbourne Court, St Anns

SA 04 St Ann's Close

SA 05 Tarsset Street

SA 06 Ouseburn Park

Scotswood

SC 01 Scotswood Road (*Policy BSAAP EC1 also applies*)

SC 02 Whitfield Road (*Policy BSAAP EC1 also applies*)

~~SC 03 Cranbrook Road (*Superseded by Policy BSAAP H1*)~~

SC 04 St Margarets Road

SC 14 Denton Dene (south) (*Policy BSAAP EC1 also applies*)

~~SC 15 Millennium Green (*Superseded by Policy BSAAP H1*)~~

SC 99 Hadrian's Way (part)

South Gosforth

SG 01 Station Road/William Street

SG 02 Rear of Audley Road

SG 03 Lodore Road

SG 04 Little Moor

SG 05 Elgy Road

Walker

WA 01 St Anthony's Churchyard (*Superseded by WRAAP EP2/EP3*)

~~WA 02 Rhodes Street/Station Road (Superseded by WRAAP EP3)~~
~~WA 12 Land at Greenford Road (Superseded by WRAAP HP1 & HP2)~~
~~WA 14 Land at Walker Riverside (Superseded by WRAAP EP2/EP3)~~
~~WA 15 Pottery Bank (Superseded by WRAAP HP1 & HP2)~~

WA 99 Hadrian's Way (part)

Walkergate

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

West City

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

Westerhope

WH 01 Wagonway, North Walbottle
 WH 02 Land at Great Whinstone Dyke
 WH 03 Land south of The Boltons
 WH 04 Land between Chadderton Drive and Wagonway
 WH 05 Linear open space between Magenta Crescent and North Walbottle Road
 WH 06 South of North Walbottle Road
 WH 07 East of Ladybank
 WH 08 Dunstable Place
 WH 09 Kenmoor Way
 WH 10 Greenway, Chapel Park
 WH 11 Rear of Hartburn Drive
 WH 12 Land at West Meadows
 WH 13 Egham Road
 WH 14 Hillhead Road/Wedmore Road
 WH 15 Hillhead Road
 WH 16 Dilston Drive
 WH 17 Rear of Roachburn Road

Wingrove

W1 01 Cowgate Brickworks
 W1 02 Willow Avenue, Fenham

Woolsington

WL 01 Gala Field, Newbiggin Hall
 WL 02 North of Gala Field, Newbiggin Hall
 WL 03 East Thorpe/West Thorpe, Newbiggin Hall
 WL 04 East Garth, Newbiggin Hall
 WL 05 Marsden Lane, Newbiggin Hall
 WL 06 Lowbiggin, Newbiggin Hall

WL 08 The Oval, Woolsington
 WL 20 Newbiggin Dene
 WL 24 Old Ponteland Road

OPEN SPACE FOR OUTDOOR SPORT

Local authority

BE 09 Gretna Road
 BL 11 McKendrick Villas
 BL 13 Blakelaw Park
~~BY 12 St Anthony's Park (Superseded by WRAAP EP2/EP3)~~
 CA 07 Dinnington Recreation Ground
 CA 08 Brunswick Recreation Ground
 CA 09 Westfield Avenue Recreation Ground
 DE 07 Castle Farm Playing Fields
 DN 10 West Denton Way Playing Fields
 DN 12 West Avenue Recreation Ground
 FA 07 Dykefield Avenue Playing Field
 FE 09 King George's Field
 GR 09 Coxlodge Welfare Ground
 GR 11 Broadway West
 GR 19 Christon Road Playing Field
 LE 11 Valley View Playing Field
 LE 12 Waverley Avenue Recreation Ground
 MK 04 Fossway Recreation Ground
~~MK 05 Monkchester Recreation Ground (Superseded by WRAAP EP2/EP3)~~
 MR 17 Maccabi Football Ground
 ME 18 Hunters Moor Playing Fields
 NE 16 Throckley Recreation Ground
~~SC 10 John Marley Playing Field (Superseded by BSAAP EC1)~~
~~SC 13 Scotswood Sports Centre (Superseded by BSAAP EC1)~~
~~WA 13 Lightfoot Sports Centre (Superseded by WRAAP LC2)~~
 WG 07 Stotts Road Playing Field
 WG 13 Millers Dene, Fossway
 WG 14 Benfield Community Centre
 WH 23 Westerhope Recreation Ground
 WL 23 Land adjacent Simonside School

Education playing fields, detached

BL 12 Cowgate, Stamfordham Road
~~BY 13 Allendale Road Recreation Ground (Superseded by WRAAP EP2/EP3)~~
 DE 15 Red Hall Drive (Newcastle University)
 DE 16 Cochrane Park (Newcastle University)
 GR 12 Broadway West
 HE 06 Medicals Ground, Heaton Road (Newcastle University)
 JE 04 Royal Grammar School
 JE 05 School for the Deaf
 JE 09 Lambton Road, Jesmond
 JE 10 Great North Road (east)
 WL 09 Bullocksteads (Northumbria University)

Private

BE 10 Benwell Hill Cricket Ground, West Road
 CA 11 Gosforth Park Pitches

CA 13 McCracken Park Rugby Football Ground (part)
 DE 08 Sutherland Park
 DE 18 Newton Road Football Ground
 GR 10 St Nicholas Hospital Cricket Ground
 GR 17 Fencer Hill Football/Tennis Ground
 GR 27 McCracken Park Rugby Football Ground (part)
 JE 02 Jesmond Cricket Ground
 JE 15 County Tennis Ground, Jesmond
 MR 12 Benwell Cricket Ground
~~SC 12 Benwell Water Works, Axwell Park View (Superseded by BSAAP H1)~~
 SC 09 South Northumberland Cricket/Tennis Ground
 WL 10 Kingston Park Rugby Football Ground
 WL 13 Blue Star Recreation Ground, Woosington

Golf courses

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

EDUCATION ESTABLISHMENT WITH ATTACHED OPEN SPACE

BE 13 St Cuthberts RC Comprehensive
~~BE 14 Pendower Hall Special School (Superseded by BSAAP EE1)~~
 BL 17 Hilton Primary School
 BL 18 Kenton Comprehensive (including Kenton Bar Primary, St Cuthberts Primary)
 BL 19 Thomas Walling Primary
 BL 20 Blakelaw Comprehensive
~~BY 14 Welbeck Road Primary School (Superseded by WRAAP EP2/EP3)~~
 CA 12 Dinnington First School
 CA 18 Kingston Park Primary School
 DE 10 Benton Park Primary School
 DE 11 St Mary's Comprehensive School
 DE 12 Heaton Manor Comprehensive
 DE 13 Cragside Primary School
 DE 14 Castle Dene Special School/St Peters Special School
 DE 19 Heaton Manor (North)
 DN 11 Chapel House Middle School
 DN 15 Linhope First School
 DN 16 Denton Park Middle School
 DN 17 West Denton High School
 DN 18 West Denton First School
 DN 19 St John Vianney RC School
 DN 22 Westlands Special School
~~EL 05 Canning Street School (Superseded by BSAAP EE1)~~
 EL 06 Oakfield College (Policy BSAAP EC1 also applies)
 FA 11 Regent Farm First School
 FA 12 North Fawdon Primary School
 FE 10 Stocksfield Primary School
~~FE 13 West Gate Community College (Superseded by BSAAP EE3, EC1 & H1)~~
 FE 14 Sacred Heart RC Comprehensive School

- FE 15 Sacred Heart RC Primary School
 GR 13 Gosforth Central Middle School
 GR 20 Grange First School/Gosforth High School
 GR 21 Archbishop Runcie CE First School
 GR 22 Gosforth East Middle School/Gosforth Park First School/Broadway East First School
 GR 23 Gosforth West Middle School/Archibald First School
 GR 29 St Charles RC School
 HE 07 Ravenswood Primary School
 JE 11 Royal Grammar School
 JE 17 La Sagesse
 KE 08 Montagu Primary School
 KE 09 Mountfield Junior School
 LE 09 Waverley First School
 LE 10 Lemington Middle School
 MR 15 Moorside Community Primary School
 MR 16 Westgate Hill Primary School
 NE 23 St Cuthberts RC School
 NE 24 Throckley Middle School
 NE 25 Walbottle High School
 NE 26 Throckley First School
 NE 27 Feversham School
 SA 08 Hotspur Primary School
 SA 09 St Catherine's RC Primary School
 SC 08 Broadway Primary & Junior School
 SG 10 South Gosforth First School
 SG 11 Westfield School
 SG 16 Jesmond Dene School
~~WA 07 Tyneview Primary School (Superseded by WRAAP LC6 & EP2)~~
~~WA 08 West Walker Primary School (Superseded by WRAAP HP1/HP2 and EP2/EP3)~~
~~WA 09 St Anthony's CE School (Superseded by WRAAP HP1/HP2 and EP2/EP3)~~
 WG 10 St Albans RC School/Walker Dene School
 WG 11 Walker Comprehensive
 WG 15 Benfield School
 WE 10 Mary Trevelyan Primary School
 WH 18 Westerhope First School
 WH 19 Parkway Special School
 WH 25 Chapel Park Middle School
 WH 26 Knop Law First School/Milecastle First School
 WI 06 Cowgate Primary
 WI 07 Dame Allen School
 WI 08 Sacred Heart Lower School
 WI 11 English Martyr's RC Primary
 WL 15 Cheviot First/Chevyside Middle
 WL 16 Fame First School
 WL 17 St Mark's RC Primary
- ALLOTMENTS**
 BL 15 Etal Park Allotments, Etal Park
~~BY 11 Walker Road Allotments, Byker (Superseded by WRAAP HP2 and EP2/EP3)~~
 CA 16 Allotments Coach Lane, Hazlerigg
 CA 24 Walter Street, Brunswick
 CA 25 Strawberry Terrace Allotments

DN 09 Longstone Square Allotments, West Denton
 EL 04 Tweed Street Allotments, Fenham
 EL 07 Rear of Oakfield Gardens, Benwell (*Part superseded by BSAAP H1 & EC1 also applies*)
 FA 08 Kenton Road (rear of shops) Kenton
 FE 07 Rear of Silver Lonnen, Fenham
 FE 16 Rear of Fenham Hall Drive, Fenham
 GR 06 Salters Bridge Allotments
 GR 14 Christon Road/Rydal Road, Gosforth
 GR 15 Allotments at Hollywood Avenue, Gosforth
 GR 16 Fencer Court Allotments, Fencer Court
 HE 03 St Gabriel's Allotments, Crompton Road, Heaton
 HE 05 Armstrong Allotments, Crompton Road
 HE 04 Iris Brickfield Allotments, Rothbury Terrace, Heaton
 JE 12 South Highbury Allotments, Jesmond Dene Road, Jesmond
 JE 13 Freemans Allotments, Jesmond Dene Road
 JE 14 South Freemans Allotments, Forsyth Road, Jesmond
 JE 06 Jesmond Dene Road Allotments, Jesmond
 LE 07 Union Hall Road Allotments, Lemington
 LE 06 North of Lemington Road, Lemington
 LE 15 Dene Gardens Allotments
 MK 03 Benfield Road Allotments, Walkergate
 MR 14 Hunter's Moor Allotments, Fenham
 MR 13 Oxnam Crescent Allotments, Spital Tongues
 MR 19 Castle Leazes Allotments, Barrack Road
 NE 17 Church Bank Allotments, Newburn
 NE 18 Westmacott Allotments, Newburn
 NE 19 Grove Road Allotments, Walbottle
 NE 20 North of Hawthorn Street, Walbottle
 NE 28 Blayney Row Allotments
 SA 10 Woodbine Terrace Allotments, Jesmond Vale
 SA 11 School House Allotments, Jesmond Vale
 SA 12 Jesmond Vale Premier Allotments
 SA 14 Ouseburn Allotments
 SA 18 Chelmsford Grove Allotments
 SC 07 Rear of Muswell Hill, Scotswood (*Policy BSAAP EC1 also applies*)
 SC 09 Betts Avenue Allotments, Scotswood
 SC 11 Denton Dene Allotments (*Policy BSAAP EC1 also applies*)
 SG 12 Alburn Road/Woodthorne Road Allotments
 SG 13 Little Moor Allotments, Jesmond Dene Road
 SG 14 Little Moor Allotments (south)
 SG 15 Ridgewood Grove Allotments
 SG 17 Rectory Road Allotments, South Gosforth
~~WA 05 St Anthony's Allotments, Walker (*Superseded by WRAAP HP2 and EP3*)~~
~~WA 11 Walker Allotments (*Superseded by WRAAP EP2*)~~
 WG 09 Whinneyfield Road/Westbourne Avenue, Walkergate
 WG 08 Keebledale Avenue, Walkergate
 WG 12 Walkergate Allotments
 WH 21 East of Rogerson Terrace, Westerhope
 WH 22 East of Beaumont Terrace, Westerhope
 WI 04 Nun's Moor Park, Fenham Hall Drive, Fenham
 WI 10 Moorfield Allotments, Fenham Hall Drive

WI 12 Barrack Road Allotments
 WL 12 Callerton Village Allotments, Callerton

CEMETERIES AND CHURCH GROUNDS

BE 12 St John's, Elswick
 BE 16 Churchyard, Bishops Road, Benwell (*Policy BSAAP EC1 also applies*)
 DE 09 Byker and Heaton Cemetery
 FA 10 Church, Kingston Park Road, Fawdon
 FE 08 West Road Cemetery and Crematorium
 GR 18 Hollywood Avenue, Gosforth
 GR 26 St Nicholas Churchyard, Gosforth
 JE 07 All Saints, Jesmond
 JE 08 St Andrews and West Jesmond Cemetery
 LE 08 Combe Drive, Lemington
 NE 21 Churchyard of St Michael and All Angels
 SA 07 Newcastle General, Sandyford
 SA 15 All Saints Churchyard
 SG 08 Elmfield Grove Cemetery
~~WA 06 Scrogg Road, Walkergate~~ (*Superseded by WRAAP EP2/EP3*)
 WI 05 Studley Terrace, Fenham

LOCAL NATURE RESERVES

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

COMMUNITY WOODLANDS

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

OS2 A RECREATIONAL ROUTE NETWORK IS DEFINED WHICH WILL:

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

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

1. Paradise – Scotswood Road – William Armstrong Drive
2. Benwell Lane – Fox and Hounds Lane
3. Newbiggin Dene (FP1) – Woosington Bypass (N. side) Ponteland Road
4. Newbiggin Dene (FP1) – Woosington Bypass (S. side) FP2
5. Mallowburn Crescent – Hartburn Walk – Kenton Playing Fields – Kenton Lane
6. Wellfield Lane – Etal Lane (FP3)
7. St Peters – Byker Railway – Conyers Road
8. Merchants Wharf St Peters – Glasshouse Street – St Lawrence Road
9. Low Level Bridge – Maling Street – Ouseburn Bridge
10. Brenkley Colliery – Gardener's Houses – BR10
11. Strawberry Terrace – Dark Plantation – North Brunton Interchange (A1)
12. Great North Road Lodge (B1318) – Brandling House – Great Lime Road
13. High Gosforth Park footpaths
14. North Brunton Interchange (A1) – Brunton Lane
15. Brunton Lane – FP2
16. Kingston Park Road – Ouseburn Bridge (FP3)
17. Ouseburn Bridge – Ouseburn Culvert (FP2)
18. Ouseburn Culvert (FP2) – Woosington Bypass (E.side) East Brunton – Brunton Lane
19. Ouseburn Footbridge (FP2) – East Brunton
20. Kingston Park Road – Ouseburn Culvert (FP2)
21. Warwick Court Footbridge – Fawdon Lane
22. Meridian Way (BR36) – Victoria Glade – Railway subway (BR37)
23. Haddricks Mill Bridge (A191) – Gallalaw Terrace – Killingworth Road (Salters' Lane) – Salters Bridge (RUPP6)
24. Fawdon Close – Western Bypass (East Side) – Ouseburn Culvert (FP2)
25. Burdale Avenue – Bowness Road
26. Jubilee Road – St Nicholas Hospital
27. Kenton Road – Nuns Moor – Kenton Moor – Moor Lane (FP15) – Kenton Lane
28. Western Bypass Bridge – Scotswood Road riverside – Lemington Gut – Neptune Road (Hadrian's Way)
29. Lemington Gut Bridge – Riversdale Way – Newburn Haugh – Stella North riverside
30. Lemington Point – Newburn Haugh riverside (FP68) – Stella Wharves – Newburn Industrial Estate
31. Stella North riverside – Keats Road
32. Lemington Gut (FP66/68) – Lemington Glass Works – High Row – Union Hall Road
33. Sugley Vicarage (FP78) – Sugley Dene – Neptune Road – Avalon Drive (A69 Footbridge)
34. Newburn Bridge – Newburn Industrial Estate riverside Stella North (FP68)
35. Percy Pit (FP64) – Hospital Lane – Walbottle Brickworks Pit – FP49
36. Hexham Road, Blucher – RUPP47, Walbottle
37. Ouseburn (Low Level Bridge) – Quayside – Tyne Bridge
38. Fowberry Road – Scotswood Road – Scotswood Road riverside – Western Bypass Bridge
39. Scotswood Road – Scotswood Viaduct – Keelman's Way
40. Malaya Drive – dismantled railway – Wincomblee Bridge Welbeck Road Bridge
41. Welbeck Road Bridge – dismantled railway – Benton Way
42. ~~Westbourne Avenue – St Alban's School Playing Fields – Waverdale Avenue – Hadrian's Way~~ (*Superseded by WRAAP*)
43. A69 Underpass (RUPP9) – Ponteland Road – Drove Road (RUPP2)
44. Dewley Burn (RUPP7) – Ponteland Road
45. Callerton Tip (Lough Bridge) – Stamfordham Road (BR74)

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46. Stamfordham Road (BR74) – Ouseburn (Woolsington Bypass)
 47. Low Luddick – Woolsington Bypass – Black Lane – Station Road
 48. Station Road – Peck's Houses Farm – Newbiggin Dene (FP1)
 49. Whorlton Hall – Low Newbiggin (FP12)
 50. Stamfordham Road (Lough Bridge) – Callerton Pond (FP35)
 51. Stamfordham Road (FP4) – FP5 – FP34
 52. Woolsington Hall (FP10) – Sunnyside – Brunton Lane
 53. Brunton Bridge – Ouseburn Bridge
 54. Callerton Lane (Ponteland Road) – Middle Drive (FP10)
 55. Darrell Street – Drysdale Court – A1 Subway (BR1)

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

OS4 THE EXTENSION AND IMPROVEMENT OF THE EXISTING HORSE RACING, GOLFING, LEISURE ACTIVITIES AND NATURE CONSERVATION AREAS WITHIN HIGH GOSFORTH PARK AND THE PROVISION OF NEW FACILITIES FOR OUTDOOR PARTICIPATORY SPORTS AND RECREATION ACTIVITIES, WILL BE ALLOWED WHERE SUCH USES WOULD NOT DEMONSTRABLY HARM THE LANDSCAPE, WILDLIFE OR EXISTING USES AND FACILITIES.

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

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

GB2.2 "DEVELOPMENT PROPOSED UNDER POLICY GB2.1 (REUSE OF BUILDINGS) WILL ONLY BE ALLOWED IF ALL OF THE FOLLOWING CRITERIA ARE MET:

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

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

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

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

- A. IT IS IN ACCORDANCE WITH POLICY GB2.1; OR
- B. IT CONSTITUTES INFILLING OR REDEVELOPMENT OF A SITE WITHIN WOOLSINGTON WHERE SUCH DEVELOPMENT WOULD NOT ADVERSELY AFFECT THE CHARACTER AND AMENITY OF THE VILLAGE; OR

C. THE SITE IS IDENTIFIED ON THE PROPOSALS MAP AS AN EXISTING EMPLOYMENT SITE WITHIN THE GREEN BELT.

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

- A. WHERE THERE IS A PROVEN PUBLIC INTEREST WHICH OUTWEIGHS THE HARM TO THE SITE; OR
 - B. WHERE IT CAN BE SHOWN THAT THE NEED FOR THE DEVELOPMENT CANNOT BE MET IN OTHER LOCATIONS WHERE LESS HARM TO WILDLIFE INTERESTS WOULD BE CAUSED, OR BY REASONABLE ALTERNATIVE MEANS; OR
 - C. WHERE IT IS POSSIBLE TO IMPOSE CONDITIONS, OR WHERE PLANNING OBLIGATIONS HAVE BEEN ENTERED INTO, WHICH PREVENT DAMAGING IMPACTS ON WILDLIFE HABITATS OR IMPORTANT NATURAL FEATURES.
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NC1.2 THE FOLLOWING ARE RECOGNISED AS SITES OF NATURE CONSERVATION IMPORTANCE (SNCI) FOR THE PURPOSES OF NC1.1:

- 1. Big Waters
 - 2. Brenkley Colliery
 - 3. Brenkley Mine Meadows
 - 4. Callerton Pond
 - 5. Denton Dene (*Policy BSAAP EC2 also applies*)
 - 6. Fencer Hill Wood
 - 7. Fox Cover Wood
 - 8. Gosforth Park Grasslands
 - 9. Gosforth Wood and Nature Reserve
 - 10. Havannah Pit
 - 11. Jesmond Dene
 - 12. Lemington Gut
 - 13. North Brenkley
 - 14. Ouseburn Meadow
 - 15. Prestwick Carr
 - 16. Sacred Heart Pond
 - 17. Sugley Dene
 - 18. Throckley Pond
 - 19. Tyne Riverside, Newburn
 - 20. Walbottle Brickworks
 - 21. Walbottle Dene
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NC1.3 THE FOLLOWING ARE DEFINED AS SITES OF LOCAL CONSERVATION INTEREST (SLCI) FOR THE PURPOSES OF NC1.1:

- 1. Bank Top Quarry
- 2. Benwell Burial Ground
- 3. Benwell Nature Park
- 4. Black Plantation
- 5. Black Road Plantation
- 6. Blackwood

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7. Brunton Mill Meadow
 8. City of Newcastle Golf Course, Gosforth
 9. Cochrane Park
 10. Dene Terrace Grassland
 11. Dentsmire/Salters' Bridge Wood
 12. Dinnington Road Fen
 13. East Farm Meadow
 14. Gosforth Park Hotel Woods
 15. Gosforth Park Woods
 16. La Sagesse Wood
 17. Matts Bank Plantation
 18. Moory Spot Farm Pond
 19. Newburn Haugh Riverside
 20. Newburn Haugh Wetland
 21. Newcastle Central Cemetery
 22. Northumberland Golf Course, Gosforth Park
 23. Parkside Meadow
 24. Peck's Houses Farm
 25. Prestwick Burn
 26. Reigh Burn/Engine Plantation
 27. Rye Hill, Newburn
 28. Seven Mile Pond
 29. Sunnyside Ponds
 30. Three Hills Picnic Site
 31. Town Moor
 - ~~32. Walker Riverside~~ (*Superseded by WRAAP EP5*)
 33. Wellfield Wood
 34. West Brunton Wetlands
 35. Woolsington Lake
 36. Woolsington Woods

NC1.4 DEVELOPMENT WHICH WOULD CAUSE HARM TO AN EXISTING OR PROPOSED LOCAL NATURE RESERVE (LNR) WILL BE ALLOWED ONLY.

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

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

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

1. Ouseburn from Tyne – BR Mainline – Benton
2. All Saints and Central Cemeteries – Jesmond Dene – Gosforth Park

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

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

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

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

<p><i>The policy is not compliant with the NPPF and therefore will be given limited weight when determining planning applications.</i></p>
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C2.1 IF EXCEPTIONAL CIRCUMSTANCES JUSTIFY DEMOLITION OF THE WHOLE OR SUBSTANTIAL PARTS OF A LISTED BUILDING, CONSENT WILL BE SUBJECT TO:

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

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

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

The policy is not compliant with the NPPF and therefore will be given limited weight when determining planning applications.

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

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

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

The policy is not compliant with the NPPF and therefore will be given limited weight when determining planning applications.

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

SCHEDULED ANCIENT MONUMENTS

1. GARDENER'S HOUSES SETTLEMENT, DINNINGTON
2. TWO RECTANGULAR CAMPS, HAZLERIGG
3. DEWLEY HILL
4. NEWCASTLE SWING BRIDGE
5. NEWCASTLE UPON TYNE CASTLES
6. NEWCASTLE UPON TYNE WALLS
7. HADRIAN'S WALL, VALLUM AND ASSOCIATED WORKS
8. SALTERS' BRIDGE, GOSFORTH
9. OLD TYNE BRIDGE LAND ARCHES
10. ST MARY'S WELL, JESMOND

11. ST MARY'S CHAPEL, JESMOND
12. BLACKFRIARS, THE REMAINS OF DOMINICAN FRIARY
13. THE "CAMERA" OF ADAM OF JESMOND
14. CHAPEL SOUTH OF LOW GOSFORTH HOUSE

OTHER SITES AND AREAS OF ARCHAEOLOGICAL INTEREST AS DEFINED ON THE PROPOSALS MAP

15. KNOP LAW PREHISTORIC SITE
16. IRON AGE ENCLOSURE, MORLEY HILL
17. IRON AGE ENCLOSURE, BROOM HILL
18. UNSCHEDULED AREAS OF THE KNOWN AND PRESUMED LINE OF HADRIAN'S WALL, VALLUM, DITCH AND FORTIFICATIONS
19. SITE OF ST LAWRENCE CHAPEL
20. BENWELL CEMETERY
21. VICTORIA TUNNEL
22. SCOTSWOOD RAILWAY BRIDGE
23. NORTH WALBOTTLE WAGONWAY
24. BLUCHER COLLIERY
25. PARTS OF FORMER WALBOTTLE MOORS WAGONWAY SYSTEM
26. FORMER WALBOTTLE COLLIERY WAGONWAY ROUTES
27. WAGONWAY BRIDGE, NEWBURN
28. COXLIDGE WAGONWAY
29. WYLAM WAGONWAY
30. WAGONWAY REMAINS AT MILL HILL
31. SECTIONS OF THE FORMER BRUNTON AND SHIELDS RAILWAY
32. WAGONWAY REMAINS, BLACK LANE
33. GOSFORTH PARK TRAMWAY
34. OUSEBURN CULVERT
35. BENWELL PUMPING STATION
36. REMAINS OF LEMINGTON IRON WORKS
37. JESMOND DENE MILL, MILL RACES AND QUARRIES
38. FLINT MILL REMAINS, JESMOND VALE
39. ELSWICK WHARF
40. BUILDING REMAINS, FORMER ARMSTRONG'S ELSWICK WORKS
41. OLD REDHEUGH BRIDGE ABUTMENT
42. BRENKLEY INCLINE
43. MILL HILL WINDING ENGINE HOUSE
44. THROCKLEY ISABELLA COKE OVEN REMAINS
45. NEWBURN PUMPING STATION
46. LEMINGTON GLASS CONE
47. CITY CENTRE
48. GOSFORTH PARK AREA OF RIDGE AND FURROW
49. BENWELL - ROMAN AREA
50. LOWER OUSEBURN
51. LEMINGTON RIVERSIDE
52. DEWLEY HILL - SURROUNDINGS
53. CALLERTON LANE ENDS MEDIEVAL VILLAGE CORES OF:
54. BLACK CALLERTON
55. BRENKLEY VILLAGE CORE
56. BUTTERLAW
57. WOOLSINGTON
58. BYKER

-
- 59. BENWELL
 - 60. DINNINGTON
 - 61. EAST DENTON
 - 62. BENWELL
 - 63. ELSWICK
 - 64. FAWDON
 - 65. HEATON
 - 66. JESMOND
 - 67. KENTON
 - 68. NEWBURN
 - 69. WALBOTTLE
 - 70. WEST DENTON
 - 71. WEST BRUNTON
 - 72. MIDDLE BRUNTON
 - 73. EAST BRUNTON
 - HISTORIC BATTLEFIELD AT:
 - 74. NEWBURN FORD

The policy is not compliant with the NPPF and therefore will be given limited weight when determining planning applications.

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

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

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

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

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

- A. THE AMENITY AND ENVIRONMENT OF LOCAL RESIDENTS AND COMMUNITIES, PARTICULARLY IN RESPECT OF NOISE, DUST, VIBRATION, TRAFFIC AND VISUAL INTRUSION;

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

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

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

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

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

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

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

MIN8 DEVELOPMENT IN AREAS OF UNSTABLE GROUND WILL BE ALLOWED ONLY WHERE DEVELOPMENT PROPOSALS SHOW THROUGH SITE INVESTIGATION AND ASSESSMENT

THAT THE EFFECTS OF ANY GROUND INSTABILITY CAN BE OVERCOME BY REMEDIAL, PRECAUTIONARY OR PREVENTIVE MEASURES.

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

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

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

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

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

The policy is not compliant with the NPPF and therefore will be given limited weight when determining planning applications.

POL12 PROPOSALS FOR NEW DEVELOPMENT OR THE INTENSIFICATION OF USE OF EXISTING PREMISES WHICH INVOLVE THE USE OR STORAGE OF HAZARDOUS SUBSTANCES WILL ONLY BE ALLOWED IF THERE WILL BE ADEQUATE SEPARATION FROM OTHER USES IN THE INTERESTS OF THE SAFETY AND AMENITY OF THE PUBLIC.

POL13 DEVELOPMENT RESULTING IN AN INCREASE IN THE NUMBER OF PEOPLE RESIDING, WORKING OR CONGREGATING IN THE PUBLIC SAFETY ZONES AT EACH END OF THE NEWCASTLE INTERNATIONAL AIRPORT RUNWAY WILL NOT BE ALLOWED.

T1.7 LAND IS ALLOCATED ON THE PROPOSALS MAP FOR PARK AND RIDE USE AT BYKER AND CALLERTON PARKWAY.

T2 THE TRANSPORT SYSTEM WILL BE MANAGED TO RECONCILE THE COMPETING DEMANDS OF ALL USERS IN THE INTERESTS OF SAFETY, EFFICIENCY, ACCESSIBILITY AND THE ENVIRONMENT IN ACCORDANCE WITH THE FOLLOWING PRINCIPLES:

- A. IMPROVING SAFETY, PARTICULARLY FOR VULNERABLE GROUPS SUCH AS PEDESTRIANS, PEOPLE WITH DISABILITIES AND CYCLISTS;
- B. IMPROVING THE ENVIRONMENT OF SHOPPING CENTRES, RESIDENTIAL AREAS, CONSERVATION AREAS AND OTHER AREAS WITH HIGH PEDESTRIAN ACTIVITY;
- C. ENSURING THE EFFICIENT OPERATION OF THE HIGHWAY NETWORK;
- D. IMPROVING OPERATING CONDITIONS FOR PUBLIC TRANSPORT AND SERVICE VEHICLES; AND
- E. REDUCING THE ENVIRONMENTAL IMPACT ON MOTORISED TRANSPORT.

T2.1 THE FOLLOWING HIERARCHY OF ROADS IS DEFINED IN ORDER TO MANAGE MOVEMENT ON THE HIGHWAY NETWORK FOR THE PURPOSES OF POLICY T2:

1. Strategic highway
2. Main distributor road
3. Secondary distributor road
4. Local road
5. Local access road or pedestrian priority street

T4.1 PUBLIC CAR PARKING WILL BE MANAGED TO:

- A. SUPPORT THE COMMERCIAL VIABILITY OF THE CITY CENTRE;
- B. MAXIMISE VEHICLE TURNOVER; AND
- C. FACILITATE REPLACEMENT OF PARKING SPACE LOST AS A RESULT OF REDEVELOPMENT.

T4.5 DEVELOPMENT SHALL PROVIDE PARKING WHICH SATISFIES OPERATIONAL REQUIREMENTS. PROVISION IN EXCESS OF THIS REQUIREMENT WILL BE DETERMINED IN RELATION TO THE IMPACT OF DEVELOPMENT ON THE ENVIRONMENT. PARKING PROVISION WILL BE MET BY:

- A. THE IMPLEMENTATION OF PARKING STANDARDS ON SITE; OR
- B. THE PAYMENT, BY DEVELOPERS TO THE CITY COUNCIL, OF A COMMUTED SUM SO THAT ALTERNATIVE PROVISION CAN BE MADE ELSEWHERE; OR
- C. THE PROVISION OF CAR PARKING SPACES BY THE DEVELOPER ON AN ACCEPTABLE SITE ELSEWHERE IN THE LOCALITY.

T4.6 THE USE OF ALL PARKING FACILITIES WILL BE OPTIMISED BY:

- A. PROMOTING FULL USE OF THE PUBLIC PARKING STOCK; AND
- B. ENCOURAGING DUAL USE OF PRIVATE PARKING SPACES.

T5.3 CYCLING IN NEWCASTLE WILL BE ENCOURAGED BY:

- A. PROVIDING A SIGNED CITYWIDE NETWORK OF CYCLE ROUTES SEPARATE, WHERE POSSIBLE, FROM MAJOR TRAFFIC FLOWS;
- B. ENSURING CYCLISTS' NEEDS ARE TAKEN INTO ACCOUNT IN THE DESIGN OF HIGHWAY AND TRAFFIC MANAGEMENT SCHEMES;
- C. ENSURING CYCLISTS' NEEDS ARE CONSIDERED AS PART OF NEW DEVELOPMENT AND WHERE APPROPRIATE, REQUIRING THAT FACILITIES, INCLUDING PARKING, ARE PROVIDED, TO SATISFY OPERATIONAL REQUIREMENTS AND STANDARDS;
- D. PROVIDING CYCLE PARKING FACILITIES AT APPROPRIATE LOCATION IN THE CITY CENTRE, LOCAL SHOPPING CENTRES AND ELSEWHERE;

-
- E. PROVIDING ACCESS TO ROAD SPACE OTHERWISE SHARED BY BUSES AND SERVICE VEHICLES WHERE APPROPRIATE; AND
- F. PROVIDING EDUCATION, TRAINING AND PUBLICITY WHICH ENCOURAGE SAFE AND GOOD CYCLING PRACTICE.
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T5.4 THE CITYWIDE NETWORK OF CYCLE ROUTES WILL BE EXTENDED BY DEVELOPMENT OF THE FOLLOWING ROUTES SHOWN ON THE PROPOSALS MAP WHICH ARE DESIGNATED CYCLE ROUTES:

1. Paradise - Scotswood Road - William Armstrong Drive
2. Hadrian's Way - Whitehouse Road - Hodgkin Park - Benwell Dene – Benwell Lane
3. Benwell Lane - Fox and Hounds Lane
4. Newbiggin Dene (FP1) - Woolsington Bypass (South Side) FP2
5. Newbiggin Dene (FP1) - FP2 - Woolsington Bypass - Ponteland Road
6. Mallowburn Crescent - Hartburn Walk - Kenton playing Fields - Kenton Lane
7. Wellfield Lane - Etal Lane (FP3)
8. Airport Industrial Estate - Brunton Lane (Bell's Crossing)
9. St Peters - St Lawrence Road - Byker Railway - Conyers Road
10. Merchants Wharf, St Peters - Glasshouse Street - St. Lawrence Road
11. Brenkley Colliery - Gardener's Houses - BR10
12. Brunton Lane - Havannah - Three Hills - Strawberry Terrace
13. Sandy Lane - FP5 - Coach Lane
14. Strawberry Terrace - Dark Plantation - North Brunton Interchange (A1)
15. Strawberry Terrace - Letch Plantation - Brunton Lane
16. Great North Road Lodge (B1318) - Brandling House - Great Lime Road
17. North Brunton Interchange (A1) - Brunton Lane
18. FP3 - Dismantled Wagonway - FP2 - Ouseburn Culvert
19. Kingston Park Road - Ouseburn Bridge (FP3) - Brunton Lane
20. Ouseburn Culvert (FP2) - Western Bypass (East Side) - East Brunton - Brunton Lane
21. Kingston Park Road - Ouseburn Culvert (FP2)
22. Kingston Park Road - Fawdon Lane - Windsor Walk - Tudor Walk
23. Warwick Court Footbridge - Fawdon Lane
24. Meridian Way (BR36) - Victoria Glade - Railway subway (BR37)
25. Haddricks Mill Bridge (A191) - Gallalaw Terrace - Killingworth Road (Salters' Lane) – Salters' Bridge (RUPP6)
26. Jesmond Dene Road - Jesmond Dene - Castles Farm Road
27. Castles Farm Road - Castle Dene - Freeman Road
28. Fawdon Close - A1 Western Bypass (E. side) - Ouseburn Culvert (FP2)
29. Acomb Crescent - Ouseburn Culvert (FP2)
30. Burdale Avenue - Bowness Road
31. Kenton Road - Nuns Moor - Kenton Moor - Moor Lane (FP15) - Kenton Lane
32. Montagu Primary School - Nuns Moor - Ponteland Road
33. A1 Western Bypass - Scotswood Road Riverside - Lemington Gut – Neptune Road - Hadrian's Way
34. Lemington Gut Bridge - Riversdale Way - Newburn Haugh - Stella North Riverside
35. Lemington Point - Newburn Haugh Riverside (FP68) - Stella Wharves – Newburn Industrial Estate
36. Stella North Riverside - Keats Road
37. Lemington Gut (FP66/68) - Lemington Glass Works - High Row - Union Hall Road
38. Keats Road - Dismantled mineral railway - Newburn Haugh Riverside (FP68)
39. Cow Hill (C116) - Grandstand Road - Great North Road (Blue House Roundabout)
40. Barrack Road - Leazes Park - Richardson Road
41. Newburn Bridge - Newburn Industrial Estate Riverside Stella North (FP68)
42. Ouseburn (Low Level Bridge) - Quayside - Tyne Bridge

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- 43. Jesmond Road - Portland Terrace
 - 44. Hadrian's Way (Scotswood Junction) - Scotswood Bridge
 - 45. Fowberry Road - Scotswood Road - Scotswood Road Riverside - A1 Western Bypass Bridge
 - 46. Scotswood Road - Scotswood Viaduct - Keelman's Way
 - 47. Kenton Road - Grandstand Road (Dukes Moor) - Jesmond Dene Road (Little Moor) - Ilford Road (FP24)
 - 48. Blue House roundabout - Grate North Road - Moor Crescent
 - 49. Bath Street - Foster Street - Mary's Place - Staithes Street - Low Walker and Hebburn Ferry Landing
 - 50. Malaya Drive - dismantled railway - Wincomblee Road - Welbeck Road Bridge
 - 51. Airey Terrace - Church Walk - Duncan Street
 - 52. Welbeck Road Bridge - dismantled railway - Benton Way
 - 53. Neptune Road Bridge - Philiphaugh footpath
 - 54. Central Station - Forth Yard - Scotswood Road
 - 55. Elswick East Terrace - Scotswood Road - Whitehouse Road
 - 56. Sunderland Street - Rutherford Street - Town West Wall - St Andrews Street - Strawberry Lane - Strawberry Place
 - 57. Railway Street - Redheugh Bridge Road - Shot Factory Lane - Hadrian's Way
 - 58. A69 Underpass (RUPP9) - Ponteland Road - Drove Road (RUPP2)
 - 59. Fenham Hall Drive - Brighton Grove
 - 60. Low Luddick - A696 Woolsington Bypass - Black Lane - Station Road
 - 61. Station Road - Peck's Houses Farm - Newbiggin Dene (FP1)
 - 62. Station Road - Peck's Houses Farm
 - 63. Woolsington Hall (FP10) - Sunnyside - Brunton Lane
 - 64. Callerton Lane (Ponteland Road) - Middle Drive (FP10)
 - 65. Darrell Street - Drysdale Court - A1 Subway (BR1)

T6.1 THE FOLLOWING PROGRAMME OF IMPROVEMENTS TO THE STRATEGIC HIGHWAY NETWORK WILL BE IMPLEMENTED. LAND WILL BE RESERVED AS NECESSARY AND DEVELOPMENT WHICH WOULD PREJUDICE IMPLEMENTATION WILL NOT BE ALLOWED.

- 1. Gosforth High Street/Church Road/Salters Road Junction
- 2. Great North Road/Grandstand Road Junction
- 3. Haddricks Mill Junction
- 4. Heaton Road/Stephenson Road Junction
- 5. Lemington Road
- 6. New Bridge Street
- 7. Jesmond Road including Osborne Road/Central Motorway East Junction
- 8. Ponteland Road/Stamfordham Road/North West Radial Junction
- 9. Redheugh Bridgehead
- 10. Scotswood Road and Redheugh Bridge to Whitehouse Road and Denton Road to Neptune Road.

T6.2 THE FOLLOWING PROGRAMME OF LOCAL HIGHWAY IMPROVEMENTS WILL BE IMPLEMENTED; LAND WILL BE RESERVED AS NECESSARY AND DEVELOPMENT WHICH WOULD PREJUDICE IMPLEMENTATION WILL NOT BE ALLOWED.

- 1. North Walbottle Road
- 2. Hospital Lane
- 3. Shields Road
- 4. Clifford Street (Stage 2)
- 5. St. Mary's Place
- 6. Sandy Lane

7. Skinnerburn Road.

T7.1 WHERE A PROPOSED DEVELOPMENT WOULD GENERATE TRAFFIC CAUSING DEMONSTRABLE DANGER OR INCONVENIENCE ON THE PUBLIC HIGHWAY, OR OTHER SERIOUS HARM TO THE LOCAL ENVIRONMENT, AND WHICH COULD NOT BE SATISFACTORILY MITIGATED BY PLANNING CONDITIONS AND/OR PLANNING OBLIGATIONS, PERMISSION WILL BE REFUSED.

T7.2 DEVELOPMENT REQUIRING IMPROVEMENTS TO THE PUBLIC HIGHWAY WILL NOT BE ALLOWED UNLESS:

- A. APPROPRIATE CONTRIBUTIONS ARE OBTAINED FROM DEVELOPERS;
 - B. THE OPERATIONAL, ECONOMIC AND ENVIRONMENTAL INTERESTS OF THOSE AFFECTED BY DEVELOPMENT ARE PROPERLY SAFEGUARDED;
 - C. IT IS IN ACCORDANCE WITH THE STANDARDS OF THE HIGHWAY AUTHORITY; AND
 - D. APPROPRIATE PROVISION IS MADE FOR PUBLIC TRANSPORT, PEDESTRIANS, CYCLISTS AND HORSERIDERS.
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T7.3 THE A1056 SANDY LANE LINK ROAD WILL BE IMPROVED FROM ITS JUNCTION WITH THE A1 AT NORTH BRUNTON TO ITS JUNCTION WITH THE B1318 AT WIDEOPEN.

T7.4 A NEW ROAD WILL BE CONSTRUCTED BETWEEN THE A1 AT NORTH BRUNTON JUNCTION AND BRUNTON LANE, BRUNTON LANE WILL BE IMPROVED SOUTH OF THIS NEW ROAD, TO ITS JUNCTION WITH KINGSTON PARK ROAD, DEVELOPMENT WHICH WOULD PREJUDICE IMPLEMENTATION WILL NOT BE ALLOWED.

T7.5 THE BRUNTON LANE/BRUNTON ROAD JUNCTION WILL BE IMPROVED, AND BRUNTON LANE REALIGNED SO AS TO DISCOURAGE TRAFFIC FROM ENTERING KINGSTON PARK. DEVELOPMENT WHICH WOULD PREJUDICE IMPLEMENTATION WILL NOT BE ALLOWED.

T7.14 MEASURES WILL BE IMPLEMENTED TO PROTECT THE RESIDENTIAL AREAS TO THE NORTH OF NEWBURN HAUGH FROM TRAFFIC GENERATED BY DEVELOPMENT.

T7.19 LAND IS RESERVED FOR A REALIGNED ACCESS ROAD FROM THE JUNCTION OF PONTELAND ROAD AND CALLERTON LANE TO SERVE THE AIRPORT MAINTENANCE AREA.

T7.21 LAND SHOWN ON THE PROPOSALS MAP AT THE A1/A696 INTERCHANGE IS SAFEGUARDED FOR HIGHWAY PURPOSES TO PROVIDE FOR THE PROVISION OF INCREASED JUNCTION CAPACITY.

T7.22 LAND SHOWN ON THE PROPOSALS MAP ALONG THE A1 BETWEEN A1/A696 INTERCHANGE AT PONTELAND ROAD AND THE A1/A1056 INTERCHANGE AT NORTH BRUNTON IS SAFEGUARDED FOR HIGHWAY PURPOSES TO PROVIDE FOR THE WIDENING OF THE A1 WESTERN BYPASS. DEVELOPMENT WHICH WOULD PREJUDICE LANE WIDENING IN EACH DIRECTION WILL NOT BE ALLOWED.

T7.23 LAND SHOWN ON THE PROPOSALS MAP AT STATION ROAD/A696 JUNCTION IS SAFEGUARDED FOR HIGHWAY PURPOSES TO PROVIDE FOR DIRECT ACCESS TO THE NORTHERN DEVELOPMENT AREA TO BE GAINED FROM THE A696/C107 INTERCHANGE AT STATION ROAD.

IM6 WHERE APPROPRIATE, THE COUNCIL MAY SEEK TO ENTER INTO A PLANNING OBLIGATION OR OBLIGATIONS WITH THE DEVELOPER(S) WHERE THIS IS NECESSARY TO THE GRANTING OF PLANNING PERMISSION. DEVELOPER CONTRIBUTIONS MAY BE SOUGHT TO MEET THE INFRASTRUCTURE OR OTHER CONSEQUENTIAL NEEDS OF DEVELOPMENT, EXAMPLES OF SUCH NEEDS INCLUDE:

- A. TRANSPORT INFRASTRUCTURE, INCLUDING PUBLIC TRANSPORT, HIGHWAYS, CAR PARKING AND FACILITIES FOR PEDESTRIANS AND CYCLISTS.
- B. FOUL AND SURFACE DRAINAGE AND OTHER MAIN SERVICES;
- C. SOCIAL, RECREATIONAL AND COMMUNITY FACILITIES, INCLUDING SCHOOLS;
- D. OPEN SPACE AND ACCESS TO COUNTRYSIDE;
- E. COMMUNITY WOODLAND;
- F. AFFORDABLE OR SPECIAL NEEDS HOUSING;
- G. TRAINING;
- H. PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT; AND
- I. PROTECTION AND ENHANCEMENT OF THE BUILT AND HISTORIC ENVIRONMENT.

DCPS 20 MINERAL EXTRACTION

1. Where proposals are consistent with Policy MIN1 the following will be taken into account in determining planning applications for mineral extraction, so far as material from a planning point of view:
 - general nature of the locality;
 - proximity of the site to residential and other sensitive development. (As a general rule the boundary of the extraction area should normally be a minimum of 250 metres from any group of five or more houses in the case of opencast coal sites and 300 metres for other extractive processes);
 - phasing of extraction and progressive restoration of the site to a beneficial after use;
 - operation of the site, including production, hours of operation, location and type of plant and machinery; stripping and storage of soils, overburden and other materials;
 - impact of noise and dust emissions and blasting on the environment;
 - control of lorry routes;
 - drainage and other anti-pollution measures;
 - impact of the development or features of archaeological interest, the ecology of the site and surrounding area, the landscape and public rights of way;
 - restoration of the site including soil management and reinstatement, site drainage, boundary treatment, new and replacement planting including hedging, tree planting and provision of woodlands, nature conservation and recreational opportunities, including the provision of new public rights of way;
 - after care of the site, including the provision of management and maintenance plans;
 - views of consultees and nearby occupiers; and
 - impact on agricultural land and particularly on best and most versatile land.
2. Agreements under Section 106 Town and Country Planning Act 1990 may be required in the following circumstances:
 - to control lorry routes for both inward and outward journeys;
 - to ensure the long term management and maintenance of woodlands, nature conservation areas and recreational and community facilities. A minimum of 15 years total after care will usually be considered appropriate;
 - to control piecemeal working of sites; and
 - to facilitate works outside the application boundary which are directly related to the application and without which it would be refused.
3. The City Council will encourage applicants to submit Environmental Statements under the provisions of the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988.
4. The grant of planning permission for mineral extraction may include conditions relating to, inter alia:
 - timing of commencement and completion of extraction and restoration;
 - hours of operation;

- control of noise and dust emissions;
- blasting;
- drainage and anti pollution measures;
- stripping, storage and replacement of soils;
- location and removal of buildings, plant and machinery;
- restoration and aftercare; and
- planting including management and maintenance.

DCPS 21 WASTE DISPOSAL AND WASTE HANDLING FACILITIES

1. The following will be taken into account in determining planning applications for waste disposal and waste handling facilities, so far as material from a planning point of view:
 - general nature of the locality;
 - existing agricultural land quality;
 - proximity of the site to residential properties and other sensitive developments including recreation areas, areas of landscape value and public highways;
 - operation of the site, including hours of operation, location and type of plant and machinery;
 - drainage and other anti-pollution measures;
 - screening of the site, including boundary treatment and landscaping;
 - impact of noise, dust and other emissions;
 - control of lorry routes;
 - impact of the development on features of archaeological interest, the ecology of the site and surrounding areas, the landscape and public rights of way; and
 - views of consultees and nearby occupiers.
2. Scrapyards and other reprocessing facilities (including composting) should normally be located within existing general industrial areas. All processing, including vehicle dismantling should normally take place within a building.
3. Planning permission will not normally be granted for incinerators where housing or development which attracts the public lies within 500 metres of the incinerator stack in the lee of the prevailing wind(s).
4. In considering applications for landfill or land raising operations, the following will also be taken into account:
 - impact on productive agricultural land and particularly on the best and most versatile land;
 - shipping and storage of soils and other materials;
 - bird control measures;
 - site screening during operations;
 - restoration of the site including soil management and reinstatement, site drainage, boundary treatment, new and replacement planting including hedging, tree planting and provision of woodlands, nature conservation and recreational opportunities including the provision of new public rights of way;
 - after-care of the site, including the provision of management and maintenance plans and;
 - visual impact of all surface equipment including that required for the control of landfill gas.
5. Agreements under Section 106 Town and Country Planning 1990 may be required in the following circumstances:
 - to control lorry routes for both inward and outward journeys;
 - to provide a 5 year after-care regime where land is to be restored to agriculture and to ensure the long term management and maintenance of woodlands, nature conservation areas and recreational and community facilities. A minimum of 10 years after-care may be required depending on the size, nature and duration of the scheme; and
 - to facilitate other works outside the application boundary which are directly related to the application and without which it would be refused.
6. Applications for incinerators, landfill and land raising operations should normally be accompanied by an Environmental Statement under the provisions of the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988. Other Applications for large or obtrusive waste disposal and waste handling facilities may also require an Environmental Statement.

7. The grant of planning permission for waste disposal and waste handling facilities may include conditions relating to, inter alia:
- hours of operations;
 - noise and dust emissions;
 - drainage and anti-pollution measures;
 - location of buildings, plant and machinery;
 - site screening, boundary treatment and landscaping;
 - outdoor storage; and
 - car parking and servicing facilities.

Landfill and land raising operations may also have conditions relating to, inter alia:

- timing of commencement and completion of operations and restoration;
- stripping, storage and replacement of soils and other materials;
- restoration and after-care; and
- planting including management and maintenance.

DCPS 22 NOISE AND VIBRATION

1. In determining applications for planning permission for new proposals for residential development which may be exposed to existing sources of noise and/or vibration the City Council will have regard to the following:

Noise Exposure Categories:

NEC

- A. Noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as a desirable level.
- B. Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise.
- C. Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise.
- D. Planning permission should normally be refused.

The recommended Noise Exposure Categories for new dwellings near existing noise sources are as follows:

The recommended Noise Exposure Categories for new dwellings near existing noise sources are as follows:

NOISE LEVELS CORRESPONDING TO THE NOISE EXPOSURE CATEGORIES FOR NEW DWELLINGS

- L AeqT dB

NOISE EXPOSURE CATEGORY

NOISE SOURCE	A	B	C	D
Road Traffic				
07.00-23.00	<55	55-63	63-72	>72
23.00-07.00	<45	45-57	57-66	>66
Rail Traffic				
07.00-23.00	<55	55-66	66-74	>74
23.00-7.00	<45	45-59	59-66	>66
Air Traffic				
07.00-23.00	<57	57-66	66-72	>72
23.00-07.00	<48	48-57	57-66	
Mixed Sources				
07.00-23.00	<55	55-63	63-72	>72
23.00-07.00	<45	45-57	57-66	>66

2. Noise levels up to 3dB(A) in excess of the above up to a maximum of 75d(B) A may be permitted in

exceptional circumstances between the hours of 07.00-23.00 in the following locations, where the site is effected by noise from road traffic or mixed sources.

i) The City Centre as defined on the UDP Proposals Map City Centre Insert; and

ii) Sites fronting the following principal roads;

- Shields Road
- Barrack Road
- Westgate Road
- West Road (to its junction with the A1 Western Bypass)
- Gosforth High Street
- Jesmond Road (between Osborne Road and Osborne Avenue)

provided that sound insulation can be provided in accordance with BS8233: 1987.

3. In determining applications for planning permissions for new proposals for noise sensitive development other than residential, the City Council will have regard to internal noise standards appropriate to the activities within the building.

4. Map 2 shows those areas which may be adversely affected by aircraft noise. Any applications for noise sensitive development within those areas must be accompanied by a noise survey. If noise attenuation is necessary developers may be required to submit full details with the application.

5. The City Council will also take into account so far as is material from a planning point of view:

- the general nature of the locality; and
- the source, level duration and nature of the noise.

6. The City Council will not normally grant planning permission for new development proposals which are likely to be generators of noise and/or vibration where:

- new development is likely to generate levels of noise where it either increases the existing background noise level by more than 5 dBA; or
- cause the background level in the vicinity of noise sensitive properties to increase such that the noise exposure category of that vicinity is changed.

7. In all circumstances the City Council will take the following into account:

- the effectiveness of attenuation measures which can be provided to mitigate the levels of noise and/or vibration:
- reduction of noise at source by, inter alia, improving the sound insulation of sensitive buildings;
- layout and design; and
- administrative measures e.g. limiting operating time of noise sources, restricting activities on the site.

8. Where either existing development causing noise or vibration might result in harm to proposed noise or vibration sensitive development, or where proposed development might generate potentially unacceptable levels of noise or vibration, applicants will be required to provide an assessment of the likely impact and of the measures proposed to mitigate the impact.

9. Agreements under Section 106 Town and Country Planning Act 1980 may be required to ensure effective long term monitoring and compliance with planning conditions which may be imposed.

10. The grant of planning permission may include conditions to control and/or monitor noise relating to, inter alia;

- Implementation of approved sound attenuating measures before noise sensitive development is occupied;
- the provision of acoustic glazing together with mechanical ventilation and other similar measures;
- conditions restricting the use of development to control noise generating activities;
- restricting the use of buildings within Classes of the Town and Country Planning (Use Classes) Order 1987;
- restrictions on the noise emitted from noise generating developments;
- restrictions on plant and machinery; and
- specifying maximum noise levels at site boundaries.

6. Walker Riverside AAP

Policy HP1: PROGRAMME OF NEW HOUSING

PROVISION IS MADE FOR 1,600 NEW HOMES TO BE BUILT IN WALKER RIVERSIDE OVER THE PERIOD 2006 TO 2021. THESE WILL BE DEVELOPED ON THE FOLLOWING SITES AS IDENTIFIED ON THE PROPOSAL MAP;

Policy HP2: HOUSING DEVELOPMENT POTENTIAL IS IDENTIFIED ON THE FOLLOWING SITES. THIS WILL BE PURSUED IN THE MEDIUM TO LONGER TERM OF THE PLAN IF THE SITES BECOME AVAILABLE.

Policy HP5: HOUSING IMPROVEMENTS

IMPROVEMENTS TO ST. ANTHONY'S TOWER MUST INCLUDE PROVISION FOR FLATS FOR SALE TO OWNER OCCUPIERS. LIVING SPACE EQUATING TO THE FLOORSPACE OF 30 FLATS (AS AT 2006) WILL BE MADE AVAILABLE FOR PURCHASE FOR THIS PURPOSE.

The policy is not compliant with the NPPF and therefore will be given limited weight when determining planning applications.

Policy HP6: PROVISION FOR THE NEEDS OF RELOCATED HOUSEHOLDS

WHERE PROPOSALS NECESSITATE THE RELOCATION OF EXISTING HOUSEHOLDS TO ENABLE DEVELOPMENT THEY WILL DEMONSTRATE:

- A. HOW THE TENURE, DESIGN AND HOUSING TYPE NEEDS OF THOSE HOUSEHOLDS WILL BE MET; AND
- B. HOW GUARANTEES WITHIN THE WALKER RIVERSIDE PROMISE WILL BE MET.

Policy ED1: LAND WITHIN THE SOUTHERN PART OF THE INDUSTRIAL AREA LAND WITHIN THE SOUTHERN PART OF THE INDUSTRIAL AREA, SOUTH OF MALAYA DRIVE, AS SHOWN ON THE PROPOSALS MAP WILL CONTINUE TO BE ALLOCATED FOR EMPLOYMENT USES IN THE LDF PROPOSALS MAP.

Policy ED2: PROPOSALS FOR THE NORTHERN PART OF THE INDUSTRIAL AREA LAND AT THE NORTHERN PART OF THE INDUSTRIAL AREA, AS SHOWN BY THE 'AREA OF INDUSTRIAL/ COMMERCIAL IMPROVEMENT' ON THE PROPOSALS MAP IS ALLOCATED FOR CONTINUED EMPLOYMENT USE. AN SPD WILL BE PREPARED TO:

- A. IMPROVE THE VISIBILITY AND APPEARANCE OF THE INDUSTRIAL AREA AND PROVIDE A BETTER OUTLOOK FROM THE PROPOSED NEW HOUSING TO THE WEST;
- B. CO-ORDINATE THE LEASING/ SALE OF SITES WITH THE PLANNING OF THE AREA; AND
- C. IDENTIFY AND PREPARE A DETAILED PLAN OF FUNDING TO SUPPORT THE PROPOSALS.

Policy EP2: OPEN SPACES

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

WR0S1 - WELBECK PRIMARY SCHOOL
 WR0S2 - AYTON PARK
 WR0S3 - RELTON AVENUE

WR0S4 - LAND AT WALKER RIVERSIDE
 WR0S5 - MONKCHESTER RECREATION GROUND
 WR0S6 - WELBECK ALLOTMENTS
 WR0S7 - GREEN LINK
 WR0S8 - ENSLIN STREET CORRIDOR
 WR0S9 - WALKER PARK AND CEMETRY
 WR0S10 - DOVERCOURT ROAD
 WR0S11 - GREENFORD ROAD
 WR0S12 - TA CENTRE/SCHOOL
 WR0S13 - MALAYA DRIVE NORTH
 WR0S14 - CORNER OF JANE TERRACE
 WR0S15 - CHURCH STREET STRIP
 WR0S16 – BRANXTON ALLOTMENTS NORTH AND SOUTH

Policy EP3: MEETING LOCAL OPEN SPACE NEEDS

- A. POCKET PARKS WILL BE PROVIDED WITHIN DEVELOPMENT PROPOSALS IN THE FOLLOWING LOCATIONS:
- I. AT THE LAMB STREET/ CHURCH WALK BUS TERMINUS SITE
 - II. ALONG THE GREEN CORRIDOR ADJACENT TO ST ANTHONY'S HOUSE
 - III. ALONG THE GREEN CORRIDOR ON THE WEST WALKER PRIMARY SCHOOL SITE
- B. A NEW PUBLIC THROUGHWAY WILL BE PROVIDED TO THE SOUTH OF THE LIGHTFOOT PLAYING FIELD
- C. HOUSING DEVELOPMENT ON ST ANTHONY'S ROAD ALLOTMENTS WILL RETAIN AT LEAST ONE HECTARE OF LAND FOR ALLOTMENTS ON THE EXISTING SITE.
-

Policy EP4: RIVERSIDE PARK

LAND ADJACENT TO THE WATERSIDE, AS IDENTIFIED ON THE PROPOSALS MAP, IS ALLOCATED FOR MIXED HOUSING/ LEISURE/ COMMERCIAL/ OPEN SPACE USE TO DELIVER IMPROVED ACCESS AND CONNECTIVITY THROUGH THE PARK.

Policy EP 5: BIODIVERSITY

THE FOLLOWING NEW SITES OF NATURE CONSERVATION INTEREST (SNCI) ARE IDENTIFIED ON THE PROPOSALS MAP

- A. FORMER WALKER RAILWAY STATION (SNCI 1)
 - B. GRASSLAND SECTION OF RIVERSIDE PARK (SNCI 2)
-

Policy TP1: HADRIAN'S WAY IMPROVEMENTS

NEW DEVELOPMENT ADJOINING HADRIAN'S WAY WILL BE DESIGNED TO RESPECT THE SETTING OF THIS STRATEGIC ROUTE AND, WHERE APPROPRIATE, FACILITATE IMPROVEMENTS TO THIS CORRIDOR, INCLUDING IMPROVED SECURITY AND SAFETY.

Policy TP2: GREEN CORRIDOR IMPROVEMENTS

ENVIRONMENTAL IMPROVEMENTS WILL BE UNDERTAKEN ALONG THE FOLLOWING RECREATIONAL ROUTES:

- GC1 NORBURY GROVE
- GC2 BIRDS NEST ROAD/ WHARRIER STREET
- GC3 THE OVAL
- GC4 MONKCHESTER ROAD
- GC5 ST ANTHONY'S ROAD
- GC6 LIGHTFOOT PLAYING FIELD

GC7 POTTERY BANK
 GC8 SCROGG ROAD
 GC9 WALKER PARK
 GC10 CHURCH STREET WALKER ROAD BOULEVARD

Policy TP3: CYCLING IMPROVEMENTS

HIGHWAY AND SIGNAGE IMPROVEMENTS FOR CYCLING WILL BE INCORPORATED WITHIN IMPROVEMENTS TO GREEN CORRIDORS AND OTHER THROUGHWAYS.

Policy TP 5: PARKING WITHIN NEW DEVELOPMENT

PARKING WILL BE PROVIDED WITHIN MIXED USE DEVELOPMENTS AT CHURCH WALK AND THE COMMUNITY FOCUS, POOLED CENTRALLY AND CONVENIENTLY FOR ALL USES.

Policy LC 2: COMMUNITY FOCUS AREA

CSUCP CS7 ALSO APPLIES

LAND TO THE NORTH OF WALKER ROAD AS SHOWN ON THE PROPOSALS MAP IS ALLOCATED FOR A MIX OF USES INCLUDING; A PRIMARY SCHOOL, ANCHOR SUPERMARKET, NEW SHOPS, SPORT, LEISURE, COMMUNITY BUILDING/S, SMALL SCALE OFFICE ACCOMMODATION AND HOUSING.

Policy LC3: COMMUNITY FOCUS PRIMARY SCHOOL

A NEW PRIMARY SCHOOL WILL BE PROVIDED AT THE COMMUNITY FOCUS, WHICH WILL:

- A. INCORPORATE A FRAMEWORK FOR PEDESTRIAN ACCESSIBILITY, INCLUDING LINKS TO THE LIGHTFOOT CENTRE;
 - B. INCORPORATE PROVISION FOR FULL SERVICE USES IN ACCORDANCE WITH POLICY LC1;
 - C. INCORPORATE CHANGING FACILITIES DESIGNED FOR COMMUNITY USE, TO SERVE THE LIGHTFOOT PLAYING PITCHES
 - D. BE DESIGNED TO PROVIDE SURVEILLANCE OVER BOTH THE COMMUNITY FOCUS AREA TO THE EAST AND THE PLAYING PITCHES TO THE WEST
 - E. PROVIDE MANAGEMENT OF THE PLAYING PITCHES, WITH PARTICULAR REGARD TO SECURITY, CCTV, AND ACCESS FROM THE GREEN CORRIDOR TO THE SOUTH.
-

Policy LC 4: THE LIGHTFOOT CENTRE

1. IMPROVEMENTS TO THE LIGHTFOOT CENTRE WILL BE CARRIED OUT, WHICH WILL:
 - A. SUPPORT PROVISION OF A WIDER RANGE OF COMMUNITY ACTIVITIES AND INCLUDE FACILITIES FOR YOUNG PEOPLE
 - B. REDEFINE THE CENTRE'S ROLE WITHIN THE CITY AND ITS TARGET USER GROUPS, AND RELATE THIS TO THE VISION IN THE COMMUNITY FOCUS SPD
 - C. INCORPORATE PEDESTRIAN THROUGH-ROUTES TO THE COMMUNITY FOCUS
 2. THE DEVELOPMENT OF A SWIMMING POOL AS PART OF THE LIGHTFOOT OFFER WOULD BE SUPPORTED PROVIDING THAT THIS IS ACCOMPANIED BY A PROPOSAL SECURING ITS LONG-TERM VIABILITY
-

Policy LC5: CHURCH WALK LOCAL CENTRE

CSUCP CS7 ALSO APPLIES

CHURCH WALK SHOPPING CENTRE IS RE-DESIGNATED A LOCAL CENTRE. IMPROVEMENTS TO THE CENTRE WILL BE CARRIED OUT, WHICH WILL INCLUDE:-

- A. A NEW STREET LAYOUT, WITH A NEW ROAD LINKING THE CENTRE DIRECTLY TO WHARRIER STREET, TO THE SOUTH, ENABLING ACCESS FOR PEDESTRIANS, CYCLISTS AND BUSES.
- B. SAFE AND ATTRACTIVE PEDESTRIAN LINKS BETWEEN THE NEW PRIMARY SCHOOL ON THE TYNEVIEW SITE AND THE NEW CHURCH WALK LOCAL CENTRE.
- C. A NEW PUBLIC HOUSE TO ENSURE THAT THERE IS NO LOSS OF PROVISION AS A RESULT OF THE REDEVELOPMENT OF THE CUMBERLAND ARMS SITE FOR HOUSING.

Policy LC 6: CHURCH WALK PRIMARY SCHOOL

- 1. A NEW PRIMARY SCHOOL WILL BE DEVELOPED ON THE SITE OF THE EXISTING TYNEVIEW PRIMARY SCHOOL, AS INDICATED ON THE PROPOSALS MAP.
 - 2. THE NEW SCHOOL WILL PROVIDE SAFE PEDESTRIAN LINKS TO CHURCH WALK LOCAL CENTRE AND WILL SUPPORT COMMUNITY USE OF THE RECREATION FACILITIES
-

7. Benwell Scotswood AAP

Strategic Policy SP1: spatial strategy

The main spatial elements of the strategy for Benwell, Scotswood and the West Road over the plan period are as follows:

- Existing residential areas, commercial areas and strategic open spaces will be maintained and new development will be of a quality design with particular emphasis given to Gateway locations and the public realm.
- In allocating and phasing housing, the highest priority will be for a new neighbourhood in Scotswood, designed to increase the choice of quality housing for families, improved health and wellbeing, better education provision and environmental responsibility.
- Scotswood Road corridor will be retained for employment land and provide economic development opportunities of regional and citywide significance as well as local employment opportunities.
- Local enterprise will be encouraged through allocation of mixed use sites at the District Heart and Neighbourhood Centres.
- Land is allocated to facilitate the development of new schools as key drivers of regeneration.
- Adelaide Terrace will be developed as the District Heart for the West End providing a range of quality shopping, public services and a growing local economy through allocation of land for mixed use developments.
- Convenience shopping will be supported at the General Hospital site and as part of the Scotswood new neighbourhood.
- Benwell Dene will be developed as a quality park of citywide significance and, together with Hadrian's Way and Denton Dene, will be a key component of a family friendly environment.
- Public transport will be given priority on West Road, Benwell Lane and Armstrong Road and high quality services developed to increase accessibility to the city centre and sub-regional employment centres.

Policy H1: Housing provision and distribution

The provision of 2,184 (gross) additional homes will be allocated over the Plan period, taking account of existing planning permissions. Provision will be expected to be phased over the Plan period as follows:

2009-2011	2011-2016	2016-2021	2021-2024	2009-2024
37	625	85	677	2,184

Provision will be distributed across the sites identified in the Housing Site Schedule and Proposals Map

Development of the Grange Road site will be subject to the existing sports facilities on the site being (a) retained or (b) relocated to new sites that would serve the local community or (c) shown to be surplus to requirements

Policy EE1: School provision

- Educational opportunities will be supported by the improvement or redevelopment of primary schools in accordance with Policy SP2. Land is allocated as follows:
 - a) Adjacent to Scotswood Neighbourhood Centre for a replacement site for St Bede's RC Primary School (EE1a)

- b) The rebuilding Atkinson Road Primary School on the adjacent Site (EE1b)
- c) Excelsior Academy (EE1c)
- d) Bridgewater (EE1d)

Policy EE2: Economic growth

- To support economic growth, Scotswood Road Corridor will be retained as an employment area focused on light industry, office accommodation and storage (Class B1, B8 of the Use Class Order), subject to a sequential test if necessary. Land is allocated as follows for the redevelopment of:
 - a) The site of Whitehouse Enterprise Centre (EG1)
 - b) Land at Violet Close & Buddle Road (EG2)
 - c) Scotswood Bridge Head (EG3)
 - d) City West Business Park (EG4)

Policy EE3: Mixed use development

- Local economic growth through mixed use development will be supported in accordance with Policy SP2. Priority will be given to the provision of a range of accommodation for small to medium enterprises including 'creative Cultural Practitioners' (CCP's) accommodation. At the following locations mixed use development comprising a range of uses (Classes A1, A2, A3 and A4, B1, C1, C2, C3, D1 and D2 of the Use Classes Order) will be permitted; subject to other policies in the Plan being met:
 - a) Condercum Road (see policy KS3)
 - b) Site of former Westgate Community College, West Road (See policy KS2)
 - c) Newcastle General Hospital, West Road (see policy KS4)
 - d) Scotswood (Armstrong Road) Neighbourhood Centre (see policy KS1)
 - e) Caroline and Maria Streets (Adelaide District Heart) (see policy KS3)
 - f) Atkinson Road (Adelaide District Heart) (see policy KS3)

Policy EE4: Securing training and employment opportunities

Developers will be required to enter into targeted training and employment agreements, through Section 106 Agreements where appropriate and necessary, to ensure local residents are able to capitalise upon the training and employment opportunities generated by investment in the Plan area.

Policy SS2: New retail development

Newcastle General Hospital site is allocated for a new convenience food store in accordance with Policy KS4. The proposal will need to meet the following requirements:

- The quantitative and qualitative needs are fully demonstrated and the vitality and viability of existing centres within the Plan area are considered
- Architectural design that demonstrates excellence and innovation in new convenience store design, as benchmarked against European best practice
- Provides a ground floor frontage on to West Road of active uses
- Relates harmoniously with adjacent buildings, particularly by way of scale, massing and materials
- Restores and incorporates in a sensitive fashion the existing listed and historic buildings
- The layout should respond to the cosmopolitan character of the surrounding West Road and maximise links to surrounding centres
- Manages travel demand in a sustainable fashion with minimal car parking and maximum provision for alternative modes of transport, taking account of the urban character of the area and its close proximity to the city centre
- Enables the realisation of Science City objectives on the remaining parts of the Newcastle General Hospital site, in line with Policy KS4

- The store is fully integrated with the existing West Road and Stanhope Street Neighbourhood Centres
- Recognition of the role of West Road as a major public transport corridor. The scheme will be required to contribute towards the improvement in the public realm, traffic management and town centre management and regeneration initiatives for West Road and Adelaide Terrace through S106 obligations

Policy SS3: Convenience store

A new convenience store is allocated at Scotswood Neighbourhood centre to regenerate the area, in line with policy KS1, as part of the SDA. The proposal will need to meet the following requirements:

- The proposed size will not exceed 1,000 square metres net of convenience goods floor space
- Architectural design that demonstrates excellence and innovation in satellite convenience store design, as benchmarked against European best practice
- Provides an active ground floor front age onto Armstrong Road
- Relates harmoniously with adjacent buildings, particularly by way of scale, massing and materials
- Manages travel demand in a sustainable fashion with minimal car parking

Policy SS4: Location and distribution of community facilities

- The provision of new social infrastructure, including community, assembly, health and leisure uses (classes D1, D2 of the Use classes Order) of an appropriate scale, will be focused at District Heart and Neighbourhood centres, or on mixed use sites, well served by public transport routes and highly accessible to pedestrians and cyclists. The following locations have been allocated:
 - a) Adelaide Terrace District Heart (Condercum Road/Maria Street/ Atkinson Road) (see policy KS3)
 - b) Scotswood Neighbourhoodcentre (Armstrong Road/Whitehouse Road) (see policy KS1)
 - c) West Road Neighbourhoodcentre (and including the sites of the Newcastle General Hospital and former Westgate communitycollege) (see policies KS1 and KS2)
- Provision will be made for the development of quality community facilities to attract people to the area, increase usage and develop civic pride. New facilities will be expected to provide flexible activity and workspace which appropriately supports current and future needs of local communities.
- Wherever operationally practicable and complementary, community services will be co-located within the same building.

Policy EC1: Achieve a balanced approach to open space

The following proposals will meet local open space needs:

- Parks and natural green space

To ensure decent park provision within the Plan area, Hodgkin Park will be retained. Denton Dene and Westgate Sports centre site will be improved. These will be protected from harm or inappropriate development and improved in line with the Green Space Strategy and emerging LDF standards:

- a) Benwell Dene will be redefined and widened in association with investment in Hodgkin Park and the promotion of housing facing on to the Dene (see policies KS1 and KS5)
- b) Hodgkin Park and Benwell Dene will function as a District Park (see policies KS1 and KS5)
- c) A city-wide attraction will be supported in the Benwell Dene / Hodgkin Park area (see policies KS1 and KS5)

-
- d) New and improved amenity space linking Denton Dene and Hodgkin Park, and incorporating the Hadrian's Way route will complement the SDA and will include equipped and informal play provision for children (see policies KS1 and KS5)
 - e) Denton Dene will continue to be conserved as an area of nature conservation, as well as offering opportunities for sport and other recreational activities, and will be improved to attract more users and to perform as a park
 - f) A series of smaller "doorstep" spaces will be retained or created providing amenity areas within easy reach of every home, in accordance with the Green Space Strategy and emerging LDF standards. These will be incorporated in redevelopment schemes throughout the Plan area
- **Outdoor sports and facilities**
Areas for outdoor sport and playing pitches will be retained and, where possible, their quality, accessibility and quantity increase within the plan area, in particular by:
 - a) Maintaining the West Gatecommunity college andcentre for Sport site as a District wide sport and recreation facility (see policy KS2)
 - b) Upgrading or providing District scale facilities at Denton Dene and West GateCentre for Sport (see policy KS2)
 - c) Providing additional facilities at new or remodelled schools
 - d) Invest in improved children and young people's facilities
 - **Other open space**
Valued open space assets will be retained, protected and enhanced in the plan area, in particular:
 - a) A series of way-marked green links will link local spaces and provide residents with safe and welcoming non-vehicular routes to and through the area as shown on the proposals map. These include the following green links of Denton Dene, Benwell Dene and Hadrian's Way (see policies KS1 and KS5)
 - b) Allotment gardening will be encouraged notably at Benwell Lane, South of Oakfield Gardens, Rear of Muswell Hill and Denton Dene

Policy EC2: Local Nature conservation sites

- The following new Sites of Local conservation Interest (SL I) and Nature conservation Importance (SN I) are identified on the Proposals map:
 - a) Scotswood Nature community Garden - Site of Local conservation Interest
 - b) Tyne Mudflats - Site of Nature conservation Importance
 - c) Paradise - Site of Nature conservation Importance

Policy EC5: Developing culture and heritage

- Leisure, culture, heritage and tourism facilities which build upon West Newcastle's historic assets. Sense of identity will be encouraged at the following locations:
 - a) West Road and the line of Hadrian's Wall
 - b) District Heart
 - c) Hodgkin Park
 - d) Denton Dene
 - e) Scotswood Development Area (SDA)
 - f) Hadrian's Way
 - g) Benwell Nature Park
 - h) Scotswoodcommunity Garden

The types of proposals which will be encouraged at these locations will include: small scale arts, cultural and performance venues; festivals; tourism, heritage and cultural interpretation; sports, music and dance facilities; and associated cafe/restaurant.

Policy AC1: The street hierarchy

The local highway network will be designed and managed in accordance with the following route hierarchy:

- **Strategic highways:**
The primary role of strategic highways is to cater for relatively fast moving, long distance traffic. These roads are expected to carry a large amount of traffic and be suitable for all heavy goods vehicles (HGV).
- **Main distributor roads:**
These roads distribute predominantly medium distance traffic and bus services within the principal residential, commercial and industrial areas.
- **Secondary distributor roads:**
Secondary distributor roads connect main distributor roads and strategic highways to smaller areas and carry lower volume of traffic than either of those categories, and fewer and lighter HGV's. Local traffic will predominate and pedestrian movement may be controlled depending upon traffic conditions.
- **Local distributor roads:**
The role of local distributor roads is to link all areas of Benwell, Scotswood and the West Road. This approach will enable movement to and from the area via the key gateways. Vehicle speed can be reduced to 20 mph in order to encourage lower speed in areas of particular pedestrian activity. On street parking and frontage access are common place.
- **Residential streets:**
The roads in the Plan area that are not designated as strategic highways, main distributor roads, secondary distributor roads, local distributor roads or public transport corridors, will be defined as residential streets designed for residential and minor business access. Pedestrian, cycling activity and play will be encouraged and, where viable, new and/or refurbished traffic layout, designed around "usable street" principles and "Manual for Streets", will be undertaken.
- **Mixed-use streets:**
A mixed-use street can be defined as an appropriate combination of multiple uses inside a single street within a neighbourhood where a variety of different living activities (live, work, shop and play) are in close proximity (walking distance) to most residents. Pedestrians and cycling activities should be enhanced and the visual and presence impacts of cars should be reduced.
- **Public transport corridors:**
Public transport use is a key element in tackling issues of employment and education accessibility. On these routes, priority should be given to expeditious movement of buses. Local traffic access should be retained along with local car parking for retail facilities, service providers, community buildings and residential properties.

Policy AC2: Public transport

- **Public transport corridors:**

In order to preserve and build upon the public transport available in Benwell, Scotswood and the West Road, public transport corridors should be protected along the following routes:

- a) West Road (section of)

-
- b) Benwell Lane (whole route comprises Elswick Road/Adelaide terrace/ Benwell Lane/Whickham View)
 - c) Armstrong Road/Denton Road (whole route comprises Westmorland Road/St Johns Road/Armstrong Road)
 - d) Scotswood Road
 - e) Whitehouse Road

Provision should be made, where practical, to facilitate bus priority measures including priority at junctions and bus lanes.

Segregated bus ways will be considered as part of this provision, in order to provide a high level of public transport priority and enhance the attraction of bus services in the Plan area.

- Improving connectivity:
A key aim is to improve the accessibility and connectivity of the area.
- Adjusting the local network:
Working in partnership with bus operators, the local bus network will be expanded in order to connect new facilities, such as SDA and other developments.
- Providing north - south movement:
To provide for north-south movements in the Plan area, where practical 'cross route' corridors will be provided, to complement the existing east-west routes. Provision will be on the following roads:
 - a) Pease Avenue/Pendower Way
 - b) Delaval Road
 - c) All local distributor routes as defined in Policy A1
- Improving information and interchange:
New and/or improved local bus interchanges will be evaluated and implemented as necessary at the following locations:
 - a) a) Adelaide Terrace District Heart
 - b) Armstrong Road/Atkinson Road
 - c) Benwell Lane/Delaval Road.
 - d) Scotswood Development Area
 - e) Denton Road/Whickham View/Excelsior Academy

Funding for these works will be secured through local authority capital and revenue budgets, private sector contributions and other sources. A high standard of public transport information and signing for pedestrians will be provided.

- Facilitating links to the wider area:
Access to jobs, shopping, hospitals and leisure services will be provided with focus on the following sites outside the Plan area:
 - a) City Centre
 - b) Team Valley Gateshead
 - c) Newburn Riverside
 - d) Metro Centre
 - e) Newcastle Airport
 - f) Hospitals (especially Freeman and Royal Victoria Infirmary)

Improvements to access will be achieved by working in partnership with the Integrated Transport Authority and operators.

Using the provisions in the Local Transport Act 2008 a network of bus services will be provided including:

- a) commercial networks
- b) Socially necessary services such as hospital transport services
- c) Demand Responsive Transport services

These services will provide access to jobs, shopping, hospitals and leisure services by public transport, with standard journey times of not more than 45 minutes requiring no more than 1 interchange.

Policy AC3: walking and cycling (Recreational routes)

- A high quality network of walking and cycling routes will be retained and established in the Plan area. This network will connect principal retail, leisure, education and employment destinations with surrounding residential areas, forming a continuous network through the area.

Retained cycling routes include:

- a) Denton Dene
- b) Hodgkin Park
- c) Hadrian's Way
- d) Scotswood Road

Proposed cycling routes include:

- a) Armstrong Road
- b) Denton Road
- c) Whitehouse Road
- d) West Road
- e) Condercum Road
- f) Adelaide Terrace
- g) River Tyne
- h) Scotswood Bridgehead Link

- Cycleways, cycle-parking facilities and footways will be incorporated alongside all new and improved local distributor and public transport corridors.

Policy AC4: Paradise Bridge

The feasibility of a new Tyne crossing between Benwell and Metro Centre (as per the indicative alignment on the proposals map) will be investigated. The bridge would need to meet the following requirements:

- will be of a sustainable and environmentally neutral construction as practicable
- will have no significant adverse impact on nature and wildlife conservation interests in the area
- will not pose a hazard to navigation of the River Tyne
- will provide excellent pedestrian, cycle and public transport access
- general traffic will only be permitted to use the bridge provided traffic control measures are put in place to discourage growth in through traffic on local roads within West Newcastle

Policy KS1: Scotswood Development Area

A Master plan will be required for the site and include the following key principles:

- creation of a new urban neighbourhood, which will include an international exposition as its first phase, to transform the image of Scotswood at a city and regional scale
- Delivery of all the elements of a successful neighbourhood so as achieve a step change in the social and economic opportunities for the area
- Establishment of a new benchmark in the UK for the design and delivery of volume housing
- Integration of the new development into the existing neighbourhood, in terms of physical connections, community development and benefits, open space and ecological strategy, and design which responds to its context

- Creation of a well-connected neighbourhood based on a network of streets that encourages people to move around on foot, bicycle and public transport
- Delivery of an inclusive, diverse and safe public realm and landscape, that complements the quality of the buildings and meets open space needs
- The use of artists to enhance the design and character of the development as part of a cultural programme
- creation of a range of education, shopping (SS3), cultural, employment and healthy living opportunities
- Creation of a community where carbon reduction is a high priority and resource use (energy, water, waste and materials) is minimised
- Provision of a choice and variety of housing, which will be attractive to new residents, in particular families, and adaptable to changing household needs
- Creation of a mixed community with a choice of tenure in line with Policy H2
- Provision of a design code which enables the integrity of the design to be maintained throughout the construction of the neighbourhood and its future life
- Provision of a phasing strategy which ensures appropriate programming of social and community infrastructures for existing and new residents
- Creation of a new neighbourhood centre, in the form of a local high street and civic square, at the junction of Armstrong Road, Woodstock Road and Whitehouse Road, which comprises a mix of retail (SS3), commercial, community and residential uses
- Enhancement of Hadrian's Way and an expanded Hodgkin Park in line with EC1
- Provision for a replacement primary school if required in line with Policy EE1a
- Enhancement of bus routes including upgrading of Armstrong Road and provision of a new route along Whitehouse Road
- Provision of a site management strategy for areas prior to development

Policy KS2: Former Westgate Community College site

The council will promote the comprehensive and co-ordinated redevelopment of the former college and the growth of Westgate Sports centre. The development should be of a scale and architectural quality, which would support the transformation of this Gateway location into Benwell and the West Road. The site is within the Hadrian's Wall World Heritage Site and this must be recognised, both as a constraint and as an opportunity.

- The allocation of Westgate centre for Sport and part of the former school playing fields in accordance with Policy E 1 as a District wide sport and recreation facility
- The allocation of the former college site on the West Road in accordance with Policy EE3 for the following uses (subject where necessary to the sequential approach in PPS6):
 - a) Shops, financial and professional services, restaurants and cafes, drinking establishments. (Classes A1, A2, A3 and A4) or leisure
 - b) Business including offices, research (class B1)
 - c) Flats, student accommodation, hotel, residential institutions including care homes, nursing homes (Classes C1, C2, C3)
 - d) Non-residential institutions including clinics, health centres, creches, day nurseries, day centres, schools, art galleries (class D1)
 - e) Assembly and leisure (Class D2)
- The allocation of the Grange Road site in line with Policy H1 for housing (Class C3) subject to the existing sports facilities on the site being (a) retained or (b) relocated to new sites that would serve the local community or (c) shown to be surplus to requirements
- The production of a planning guidance note to ensure an appropriate form of development including, siting, scale, mix and density and appropriate treatment and interpretation of archaeological remains

Policy KS3: District Heart

Adelaide Terrace will be maintained and reinforced as the District Heart for the Plan, acting as the community and commercial hub – "The centre for Daily Life". NCC will promote the comprehensive and co-ordinated improvement of the centre in order to make the Heart a mixed economy of shops, bars, restaurants, living spaces, offices and workspace that is attractive, efficient and convenient. This will be achieved by:

- The development of a local partnership approach that will provide long term vision and objectives to oversee a process of incremental change – spatial, social, cultural and economic; and ensures a linked web of management and actions
- The production of comprehensive planning guidance for the Condercum Road site as defined in Policy EE3. This guidance will ensure an appropriate form of development is achieved. Mixed use development will also be supported in line with policy EE3 at Caroline and Maria Streets and Atkinson Road

A defined shopping centre that ensures opportunities for expansion and extending choice, particularly through the balanced provision and diversification of the retail offer where identified, the provision of front line public services, financial services, community uses and workspace to enhance the vitality and viability of the centre.

- Promotion of environmental improvements, such as traffic management schemes, public transport interchange and waiting facilities, improvements for pedestrians, cycle parking, landscaping, improvements to street frontages and the provision of facilities to support the Heart
- Traditional shop fronts to be retained and enhanced, where appropriate. New shop fronts, or alteration of shop fronts, should be of a design and in materials which are appropriate to the character of the building and its surroundings
- Promotion of restaurants, cafes and bars to ensure a night time economy in appropriate locations
- Promotion of new street activities such as outdoor cafes, festivals and public art that celebrate and promote the diversity of the area
- Promotion of accommodation to attract the CCP's to act as a catalyst and encourage other cultural and commercial uses into the Heart
- Working with health service providers to identify needs and promote development to meet those needs within the centre

Policy KS4: Newcastle General Hospital site

NCC will support the site's redevelopment as a health and research campus. NCC will require a comprehensive and co-ordinated approach to redevelopment. The site has been allocated in policy EE3 for the following uses (subject where necessary to the sequential approach in PPS6):

- Business including offices, research (Class B1)
- Shops, financial and professional services, restaurants and cafes, drinking establishments. (Classes A1, A2, A3 and A4)
- Flats, houses, student accommodation, hotel, residential institutions including care homes, nursing homes (Classes C1, C2, C3)
- Non-residential institutions including clinics, health centres, creches, day nurseries, day centres, schools, art galleries (Class D1)

- Assembly and leisure including (Class D2)

The site is also allocated in Policy SS3 to accommodate a convenience store.

The mixed use development will support and bring forward the realisation of a health and research campus. The redevelopment of this site for a mixture of destination uses will need to ensure that the development will contribute to the wider regeneration of the area. This can be achieved by the following:

- The development of an effective partnership approach, with the wider West Road regeneration, that will provide long term vision and objectives to oversee the process of change; spatial, social, cultural and economic and ensures a linked web of actions
- contribution towards the improvement in the public realm, traffic management and town centre management and regeneration initiatives for West Road, Stanhope Street and Adelaide Terrace through Section 106 obligations.
- contributions to public art through Section 106 contributions and the use of artists to enhance the design and character of the development through amongst other things lighting, signage, street furniture and streetscape, to ensure the development is distinctive and helps create a place for the Plan area
- The provision of training

The production of comprehensive planning guidance for the site that addresses the following key principles:

- Provision of a phasing strategy
- Architectural design that demonstrates excellence and innovation in design integrating horizontal and vertical mix of uses
- Active ground floor frontage on to West Road and key pedestrian/cycle and vehicle links into and through the site
- Ensures strong and direct pedestrian and cycle links between Arthur's Hill and Wingrove and Nuns Moor to West Road
- Harmoniously relates to adjacent buildings, particularly by way of scale, massing and materials
- Restores and incorporates in a sensitive fashion the existing listed and local list buildings/structures
- Manages travel demand in a sustainable fashion with maximum provision for alternative modes of transport, taking account of the urban character of the area and its close proximity to the city centre
- Retention and enhancement of landscape features
- Recognition of proximity to the line of Hadrian's Wall

Policy KS5: Reopening Benwell Dene

Hodgkin Park will be extended westwards and enhanced to ensure that it provides a valuable green space resource to the residents of the Plan area.

Benwell Dene, including Hodgkin Park will be redefined as a series of linked open spaces from Benwell Village to Hadrian's Way creating a strategic linear open space. This will be achieved by:

- Improving physical access to and through the Dene linking Benwell Village to Hadrian's Way
- Improving gateway and focal features
- Providing a series of linked open planting areas to enhance the ecological habitat
- Improving interpretation information on the Dene and Hodgkin Park
- Improving management and maintenance, tackling safety and sustainability issues (with residential development facing and overlooking the Dene) and improved lighting
- Increasing opportunities for community engagement and involvement
- Increasing opportunities for activities including active recreation, formal and informal sport, organised walks, talks and community events

- Providing facilities particularly for children, young people, older people and those with disabilities
- Consideration of a cultural or leisure attraction to underpin the improved role and function of the park and Benwell Dene as a district facility