Appendices

Draft DAP

Appendix 1 – Consultation Letter
Appendix 2 – Consultation Feedback Response Form
Appendix 3 – City Life Article
Appendix 4 – Press Advert
Appendix 5 – Summary of Facebook and Twitter
Appendix 6 – Website
Appendix 7 – Summary Leaflet
Appendix 8 – Policy Summaries
Appendix 9 – Frequently Asked Questions FAQs
Appendix 10 – Let’s Talk User Guide
Appendix 11 – List of Consultees
Appendix 12 – Summarised Responses

Pre-Submission DAP

Appendix 13 – Consultation Letter
Appendix 14 – Consultation Response Form
Appendix 15 – Summary of Social Media
Appendix 16 - Press Advert
Appendix 17 – Website
Appendix 18 – Consultation Leaflet
Appendix 19 – Consultation Display Boards
Appendix 20 - Frequently Asked Questions FAQs
Appendix 21 - Consultation Guidance Note
Appendix 22 - Statement of Representation Procedure
Appendix 23 – List of Consultees
Dear Sir/Madam,

I would like to invite you to make representations on Newcastle City Council’s draft Development and Allocations Plan (DAP).

The draft DAP is the second part of Newcastle’s Local Plan. The Local Plan is a collection of documents that will guide the future development in Newcastle to 2030.

Part 1 – Core Strategy and Urban Core Plan (CSUCP) - Adopted March 2015
Part 2 – Draft Development and Allocations Plan (DAP) – Currently being prepared and the draft DAP is the subject of this consultation

The draft DAP plays an important role in shaping the future of Newcastle. It provides detailed policies to support and help to deliver the strategic policies set out in the CSUCP, by including:

- Policies which will be used to make planning decisions on planning applications.
- Allocations of housing and employment sites to support the CSUCP
- Designations (boundaries) of areas such as retail centres and wildlife sites

Have your Say
The consultation on the draft DAP will last for six weeks from 9 October to 20 November 2017. All comments should be received by the Council no later than 5pm on the final day of consultation.
**Drop in events**
The Council will be hosting a number of drop in events across the city, where officers will be available to discuss the draft DAP and answer any questions that you may have. The schedule for these events are as follows:

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**View documents**
Copies of the draft DAP, the Policies Map and other supporting documents are available to view on the Council’s website at [www.newcastle.gov.uk/localplan2](http://www.newcastle.gov.uk/localplan2)

**Let’s Talk - consultation response form**
Comments can be made online through the Council’s consultation portal at [www.letstalknewcastle.co.uk](http://www.letstalknewcastle.co.uk).

**By post**
Alternatively, the consultation response form can be downloaded and printed from the website, and once completed, can be posted to: Newcastle City Council, Planning Policy, 9th Floor, Barras Bridge, Newcastle upon Tyne, NE1 8QH.

Following consultation, the responses received will be considered by the Council and will help to inform the next stage in the preparation of the draft DAP. If you have any questions, please do not hesitate to contact a member of the Planning Policy Team.

Yours faithfully,

Kath Lawless  
Assistant Director Planning
Consultation Response Form

Have your say on Newcastle's future

Draft Development and Allocations Plan

Newcastle City Council is consulting on Part 2 of its Local Plan. This next stage is called the draft Development and Allocations Plan (DAP).

Newcastle’s Local Plan is a set of documents that will guide the future development of Newcastle to 2030.

Part 1 of the Local Plan, adopted in March 2015, is called the Core Strategy and Urban Core Plan (CSUCP). Part 2 is the draft Development and Allocations Plan, which provides more detailed policies to support our growth ambitions for Newcastle, including:

- Policies which will be used to make planning decisions on planning applications
- Allocations of housing and employment sites to support the CSUCP
- Designations (boundaries) of areas such as retail centres and wildlife sites

Newcastle is a great place to live, work and enjoy, and the draft DAP is about providing the right development in the right places at the right time.

Make sure you have your say.

let’s talk Newcastle

Newcastle City Council
Contact details
You are required to fill out your personal details if your comments are to be considered. If you are, or have an agent employed to act on your or someone else’s behalf, please fill out both your own and your agent's/client's details.

Confidentiality
If you make a written comment, it cannot be treated in confidence. Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulation 2012, as amended, required copies of all comments to be made publicly available.

Your comment, name and address will be made publicly available, but we will not publish personal information, such as telephone numbers or emails. All personal information will be held in accordance with the Data Protection Act 1998.

1. Name. ____________________________________________

2. Address: __________________________________________

3. Postcode: __________________________________________

4. Email: _____________________________________________

5. Are you commenting as an individual? (please tick)
   Yes  □  No  □

6. Are you an agent or representing an organisation? (please tick)
   Yes  □  No  □ if yes, please specify which agent or organisation

7. If you answered yes to Q6, please provide the name and address:

8. Are you representing a group? (please tick)
   Yes  □  No  □

9. If you answered yes to Q8, please provide the name of the group you represent and how many people are represented.
10. If your comment is about Economic Prosperity, please tell us which policy it relates to (please tick all that apply)

☐ DM1 - Employment Sites
☐ DM2 - Protection of Employment Sites
☐ DM3 - District and Local Retail Centres
☐ DM4 - Retail and Leisure Impact Assessment
☐ My comment is not about Economic Prosperity

11. Is your comment (please tick)

☐ in support
☐ in objection
☐ a general comment

12. Comment about Economic Prosperity. If your comment is about a particular site, please state which site.

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________

________________________________________________________________________
13. If your comment is about Homes, please tell us which policy it relates to (please tick all that apply)

- [ ] DM5 - Housing Sites
- [ ] DM6 - Accessible and Adaptable Housing
- [ ] DM7 - Space Standards
- [ ] DM8 - Specialist Residential Accommodation
- [ ] DM9 - Newcastle General Hospital Site
- [ ] My comment is not about Homes

14. Is your comment (please tick)

- [ ] in support
- [ ] in objection
- [ ] a general comment

15. Comment about Homes. If your comment is about a particular site, please state which site.

__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
__________________________________________________________________________
16. If your comment is about Transport and Accessibility, please tell us which policy it relates to (please tick all that apply)

☐ DM10 - Pedestrian and Cycle Movement
☐ DM11 - Public Transport
☐ DM12 - Parking and Servicing
☐ DM13 - Road Hierarchy
☐ DM14 - Mitigation and Highway Management
☐ My comment is not about Transport and Accessibility

17. Is your comment (please tick)

☐ in support
☐ in objection
☐ a general comment

18. Comment about Transport and Accessibility.

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
19. If your comment is about People and Place, please tell us which policy it relates to (please tick all that apply)

☐ DM15 - Conservation of Heritage Assets
☐ DM16 - Conservation and Enhancement of the Setting of Heritage Assets
☐ DM17 - Preservation of Archaeological Remains and Archaeological Work
☐ DM18 - Building Recording
☐ DM19 - Battlefield of Newburn Ford 1640
☐ DM20 - Design
☐ DM21 - Shopfronts and Signage
☐ DM22 - Temporary Shroud Adverts
☐ DM23 - Residential Amenity
☐ DM24 - Environmental Protection
☐ DM25 - Flood Risk and Water Management
☐ DM26 - Protecting and Enhancing Green Infrastructure
☐ DM27 - Trees and landscaping
☐ DM28 - Protecting and Enhancing Biodiversity and Habitats
☐ DM29 - Protecting Open Space
☐ DM30 - Provision of Open Space Sports and Recreational Buildings
☐ DM31 - Green Belt Development
☐ My comment is not about People and Place
20. Is your comment (please tick)

☐ in support
☐ in objection
☐ a general comment

21. Comment about People and Place.

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

22. If your comment is about Minerals and Waste, please tell us which policy it relates to (please tick all that apply)

☐ DM32 - Minerals Extraction and Reclamation
☐ DM33 - Area of Search
☐ DM34 - Recycling and Refuse Storage Provision
☐ My comment is not about Minerals and Waste

23. Is your comment (please tick)

☐ in support
☐ in objection
☐ a general comment


________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
25. If your comment is about Infrastructure and Delivery, please tell us which policy it relates to (please tick all that apply)

☐ DM35 - Telecommunications and Digital Infrastructure
☐ My comment is not about Infrastructure and Delivery

26. Is your comment (please tick)

☐ in support
☐ in objection
☐ a general comment

27. Comment about Infrastructure and Delivery.

__________________________________________________________________________________________
__________________________________________________________________________________________
__________________________________________________________________________________________
__________________________________________________________________________________________

__________________________________________________________________________________________
28. Would you like to be added to our consultation database so that you are automatically informed when any future consultations on the Development and Allocations Plan takes place?

☐ Yes, I would like to be contacted
☐ No, I would not like to be contacted

29. Thank you for taking part. The council will consider all comments made throughout the public consultation, and take them into account when preparing the next stage of the Development and Allocations Plan.

Do you have any other comments about the draft Development and Allocations Plan?

____________________________________________________

____________________________________________________

____________________________________________________

It would be really helpful, if you could tell us a little more about yourself.

- Gender (please tick)
  - Male
  - Female
  - Prefer not to say

- Employment status
  - Employed full time
  - Employed part time
  - Unemployed
  - In education or training
  - Retired
  - Prefer not to say

- Do you consider yourself to have a disability as defined by the Equality Act 2010?
  - Yes
  - No
  - Prefer not to say
Please select the impairment types(s) that apply to you. You can select as many as necessary

- □ Mobility impairment
- □ Blind or virtually impaired
- □ Deaf or hard of hearing
- □ Deaf without speech
- □ Mental health problems
- □ Learning disability

Please can you provide more information about your disability(ies)?

- Ethnicity
  - □ White British
  - □ White Irish
  - □ Other White
  - □ White and Black Caribbean
  - □ White and Black African
  - □ White and Asian
  - □ Other mixed
  - □ Indian
  - □ Pakistani
  - □ Bangladeshi
  - □ Other Asian
  - □ Caribbean
  - □ African
  - □ Other Black
  - □ Chines
  - □ Prefer not to say

- Sexuality
  - □ Hetrosexual
  - □ Gay
  - □ Bi-Sexual
  - □ Other
  - □ Prefer not to say
Appendix 4

Notice of Consultation Period for: Draft Development and Allocations Plan

Newcastle City Council has published for inspection the Draft Development and Allocations Plan (DAP). This has been prepared in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. Newcastle City Council hereby gives notice that it has approved for consultation purposes the following Local Plan document:

- Development and Allocations Plan – (Draft Plan)

The consultation period is from 9th October 2017-20th November 2017. The Development and Allocations Plan (DAP) is the second part of the Local Plan for Newcastle. This plan provides detailed policies that will be used to make planning decisions, area designations and site allocations for specific types of development to meet Newcastle’s need for new homes and jobs through to 2030. A Policies Map will also accompany the draft plan showing the site allocations and designations.

In accordance with the regulations the Council has published the draft plan together with supporting documents and evidence on the Council website at: www.newcastle.gov.uk/localplan2

During the consultation period paper copies of the draft plan and supporting documents are also available for inspection at:

- Newcastle City Library, 33 New Bridge Street West, Newcastle upon Tyne NE1 8AX
- Outer West Customer Service Centre, Denton Park, Newcastle upon Tyne, NE5 2QZ
- East End Customer Service Centre, Hadrian Square, Byker, NE6 1AL

Council Officers will be available to discuss the Plan at the following drop in sessions:

- Newcastle City Library, 33 New Bridge Street West, Newcastle upon Tyne NE1 8AX (Tue 17th Oct, 12-2pm)
- Outer West Customer Service Centre, Denton Park, NE5 2QZ (Thu 19th Oct, 10:30-12:30pm)
- Kingston Park Community Centre, 102 Brunton Lane, NE3 2SW (Friday 20th Oct, 2-4pm)
- Trinity Church, High Street, Gosforth, NE3 4AG (Wed 25th Oct, 3:30pm-5:30pm)
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City Community and Information Hub and Library (City Library), Charles Avison Building, 33 New Bridge Street West, Newcastle upon Tyne NE1 8AX (Sat 18th Nov, 10:30-12:30pm)

Queries or requests for further information relating to Newcastle’s draft plan can be made by:

- Email: PlanningPolicy@newcastle.gov.uk
- Post: Newcastle City Council, Planning Policy, 9th Floor, Civic Centre, Barras Bridge, Newcastle upon Tyne, NE1 8QH
Appendix 5

Social Media Evaluation: 1 October through to 20 November 2017

Approximately 40,000 people were reached from 1st October to 20th November between Facebook and Twitter.

Facebook:

Events listings

The ten consultation events were repeatedly posted on the Council’s Facebook page from the 1st October to 20th November.

Facebook posts

Featuring ‘how to have your say’ (Let’s Talk; email address; hub events etc.)

<table>
<thead>
<tr>
<th>Date</th>
<th>Reach</th>
<th>Engagement</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.11.2017</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13.11.2017</td>
<td></td>
<td></td>
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<tr>
<td>07.11.2017</td>
<td></td>
<td></td>
</tr>
<tr>
<td>05.11.2017</td>
<td></td>
<td>52</td>
</tr>
<tr>
<td>04.11.2017</td>
<td></td>
<td>60</td>
</tr>
<tr>
<td>03.11.2017</td>
<td></td>
<td></td>
</tr>
<tr>
<td>28.10.2017</td>
<td>1.8k</td>
<td>33</td>
</tr>
<tr>
<td>24.10.2017</td>
<td>1.5k</td>
<td>30</td>
</tr>
<tr>
<td>22.10.2017</td>
<td>2.1k</td>
<td>38</td>
</tr>
<tr>
<td>21.10.2017</td>
<td>993</td>
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</tr>
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<td>19.10.2017</td>
<td>1.1k</td>
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</tr>
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<td>14.10.2017</td>
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<tr>
<td>10.10.2017</td>
<td>222</td>
<td>10</td>
</tr>
<tr>
<td>10.10.2017</td>
<td>340</td>
<td>17</td>
</tr>
<tr>
<td>10.10.2017</td>
<td>1.2k</td>
<td>12</td>
</tr>
</tbody>
</table>

Total reach: 19,578

Facebook reach is the number of unique people who saw your content.

Total engagement: 517

Engagement: Generally speaking, engagement on Facebook is when people perform actions on your Page. They may like a post, click on a link or comment on an image for
example. With Facebook Insights, engagement is defined as post clicks, likes, shares and comments.

**Twitter**

- Regular Tweets were put out on an almost daily basis to promote the consultation; plus reminders on the evening before, and on the morning of, a drop-in event.
- Tweets contained either a jpeg image of ‘how to have your say’, or a moving video. Every tweet contained #Localplan2 as well as the website url to find out more.
- The example below is an average interaction to one tweet on the draft DAP.

Example, 22 October:

“Have your say on the draft Development and Allocations Plan #Localplan2 Find out more at www.newcastle.gov.uk/localplan2”

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Impressions (times people saw this Tweet on Twitter)</td>
<td>1,090</td>
</tr>
<tr>
<td>Engagements (times people interacted with this Tweet)</td>
<td>13</td>
</tr>
<tr>
<td>Retweets (times people retweeted this Tweet)</td>
<td>5</td>
</tr>
<tr>
<td>Media engagements (number of clicks on the media, counted across videos, videos, gifs, and images)</td>
<td>4</td>
</tr>
<tr>
<td>Link clicks (clicks on a URL or card in this Tweet)</td>
<td>2</td>
</tr>
<tr>
<td>Detail expands (times people viewed the details about this Tweet)</td>
<td>2</td>
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Approximately 20,000 people saw the draft DAP Tweets during October to 20 November (20 tweets, with an average impression of 1000 per tweet, total 20,000 people reached via Twitter)
Appendix 6


Draft Development and Allocations Plan

The draft Development and Allocations Plan (DAP) is part two of Newcastle’s Local Plan. The Local Plan is a collection of documents that will guide the future development in Newcastle to 2030. Once adopted, the draft DAP will form part 2 of Newcastle’s Local Plan.

The Core Strategy and Urban Core Plan (CSUCP) was adopted in March 2015 and is the first part of Newcastle’s Local Plan.

The draft DAP is a positive plan to promote development, protect our assets and to support and help to deliver the strategic policies set out in the CSUCP. This will provide greater certainty on the delivery of new housing and employment sites and ensure that Newcastle is a prosperous and sustainable city where people choose to live, work and visit.

The draft DAP provides detailed policies to support the CSUCP, by including:

- Policies which will be used to make planning decisions on planning applications
- Allocations of housing and employment sites to support the CSUCP
- Designations (boundaries) of areas such as retail centres and wildlife sites

Consultation Documents

- Draft Development and Allocations Plan
- Appendices
- Policies Map
- Evidence Base
- Let’s Talk Consultation Response Form
- FAQ’s
- Leaflet
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- Cabinet Report
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Have your Say
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Following consultation, the responses received will be considered by the Council and will help to inform the next stage in the preparation of the draft DAP.

Comments received on the draft DAP
All of the responses we have received can be viewed using the links below. The Council will update this weekly throughout the consultation period. Please note, that some responses may be summarised where necessary. In line with regulations, names and addresses will be published.

- Week 1 (9th-15th October) PDF
- Week 2 (16th – 22nd October) PDF
- Week 3 (23rd October – 29th October) PDF
• etc

Your comment, name and address will be made publicly available, but we will not publish personal information.
Newcastle is a great place to live, work and enjoy, and the draft DAP is about providing the right development in the right places at the right time. We are seeking feedback to help us develop the DAP.

The document outlines the Newcastle Local Area Plan, which is part of the Newcastle’s Local Area Plan. It aims to guide the future development of Newcastle to 2030 and is focused on providing the right development in the right places at the right time.

The document also provides information on how to have your say on the development plan, including details of public consultation sessions held at different venues and times.

The key points to note are:
- Newcastle is a great place to live, work, and enjoy.
- The draft Development and Allocations Plan (DAP) is the Local Area Plan.
- Newcastle City Council is consulting on Part 2 of the Development Plan.
- There are public consultation sessions scheduled from October 2017 to November 2017, with specific dates and times provided.

To provide feedback, you can visit the Newcastle City Council website or attend one of the consultation sessions. The consultations are open to the public, and feedback will be used to inform the draft DAP.
Transport

Economic prosperity

People and Place

Infrastructure and delivery

The draft DCP identifies the existing road
network and other infrastructure including
roads, rail, air and public transport services.

The draft DCP acknowledges the need for
division into smaller, more manageable
encompassing sustainable design principles
to ensure the development is environmentally
friendly and reduces the impact on the
local environment.

The draft DCP also recognises the need for
enhanced housing and economic growth
through the provision of better transport
options and mixed use development.

From 3 October to 20 November 2017 we are consulting on the first draft of the
Local Development Plan (LDP). Please see all of the draft LDP on the Council’s
## Economic Prosperity

<table>
<thead>
<tr>
<th>Policy DM1</th>
<th>Employment Sites</th>
<th>Identifies a list of sites that will be allocated for employment uses (Business B1, General Industry B2, Storage or Distribution B8)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy DM2</td>
<td>Protection of Employment Sites</td>
<td>Sets out criteria to assess any proposed loss of employment uses on sites that will be allocated for employment</td>
</tr>
<tr>
<td>Policy DM3</td>
<td>District and Local Retail Centres</td>
<td>Designates the boundaries of District and Local Retail Centres</td>
</tr>
<tr>
<td>Policy DM4</td>
<td>Retail and Leisure Impact Assessment</td>
<td>Sets out that retail developments proposed outside a designated retail centre will need to assess its impact on centres</td>
</tr>
</tbody>
</table>

## Homes

<table>
<thead>
<tr>
<th>Policy DM5</th>
<th>Housing Sites</th>
<th>Identifies a list of sites that will be allocated for housing development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy DM6</td>
<td>Adaptable and Accessible Housing</td>
<td>New housing developments, with more than 11 houses need to provide some homes that are flexible and adaptable for future needs of the city.</td>
</tr>
<tr>
<td>Policy DM7</td>
<td>Spacing Standards</td>
<td>All new homes will be required to meet the relevant minimum amount of Nationally Described Space Standards</td>
</tr>
<tr>
<td>Policy DM8</td>
<td>Specialist Accommodation</td>
<td>Sets out the requirement for developments to provide specialist accommodation – homes designed for people with specific needs, including people over 55 and sheltered accommodation.</td>
</tr>
<tr>
<td>Policy DM9</td>
<td>Newcastle General Hospital Site</td>
<td>Identifies that this site will be allocated for mixed use development, including Business (B1), Residential Institutions (C2), Dwellinghouses (C3) and Non Residential Institutions (D1)</td>
</tr>
</tbody>
</table>

## Transport and Accessibility

<table>
<thead>
<tr>
<th>Policy DM10</th>
<th>Pedestrian and Cycle Movement</th>
<th>Requires development to be designed to provide for walking and cycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy DM11</td>
<td>Public Transport</td>
<td>Requires development to promote and facilitate the use of public transport.</td>
</tr>
<tr>
<td>Policy DM12</td>
<td>Parking and Servicing</td>
<td>Requires development to provide safe and secure parking and adequate servicing and loading facilities</td>
</tr>
<tr>
<td>Policy DM13</td>
<td>Road Hierarchy</td>
<td>Defines the hierarchy of different roads.</td>
</tr>
<tr>
<td>Policy DM14</td>
<td>Mitigation and Highway Management</td>
<td>Requires development to ensure safe and suitable access to the road network</td>
</tr>
</tbody>
</table>

## People and Place

<table>
<thead>
<tr>
<th>Policy DM15</th>
<th>Conservation of Heritage Assets</th>
<th>Requires the management of heritage assets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy DM16</td>
<td>Conservation and Enhancement of the Setting of Heritage Assets</td>
<td>Requires development to consider its impact on the setting of heritage assets.</td>
</tr>
<tr>
<td>Policy DM17</td>
<td>Archaeological Work and Preservation of Archaeological Work</td>
<td>Sets out that development preserve where appropriate and record archaeological remains</td>
</tr>
<tr>
<td>Policy DM18</td>
<td>Building Recording</td>
<td>Records should be made such as photographs or a survey prior to the demolition, alteration, extension or restoration of a heritage asset</td>
</tr>
<tr>
<td>Policy DM19</td>
<td>Battlefield of Newburn Ford 1640</td>
<td>The landscape and key views of Newburn Battlefield will be sustained and protected</td>
</tr>
<tr>
<td>-------------</td>
<td>-----------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Policy DM20</td>
<td>Design</td>
<td>Development will be required to deliver high quality and sustainable design.</td>
</tr>
<tr>
<td>Policy DM21</td>
<td>Shopfronts and Signage</td>
<td>Sets out criteria that will be used to assess development proposals affecting shopfronts and signage.</td>
</tr>
<tr>
<td>Policy DM22</td>
<td>Shroud Advert Policy</td>
<td>Sets out criteria to be considered for temporary shroud adverts.</td>
</tr>
<tr>
<td>Policy DM23</td>
<td>Residential Amenity</td>
<td>Sets out criteria to be used to ensure development provides a high quality environment and a good standard of amenity for existing and future occupants of land and buildings.</td>
</tr>
<tr>
<td>Policy DM24</td>
<td>Environmental Protection</td>
<td>Requires development to address any health impacts such as potential for pollution, noise, land contamination, odours and light pollution.</td>
</tr>
<tr>
<td>Policy DM25</td>
<td>Flood Risk and Water Management</td>
<td>Requires development to manage and reduce flood risk.</td>
</tr>
<tr>
<td>Policy DM26</td>
<td>Protecting and Enhancing Green Infrastructure</td>
<td>Requires development to protect, maintain, enhance Green Infrastructure and where appropriate contribute towards new Green Infrastructure assets.</td>
</tr>
<tr>
<td>Policy DM27</td>
<td>Trees and Landscaping</td>
<td>Requires development to protect, enhance and manage existing trees and landscape features.</td>
</tr>
<tr>
<td>Policy DM28</td>
<td>Protecting and Enhancing Biodiversity and Habitats</td>
<td>Requires development to maximise the opportunity to maintain, create and enhance biodiversity and habitats. It designates the Wildlife Enhancement Corridor across the city.</td>
</tr>
<tr>
<td>Policy DM29</td>
<td>Protecting Open Space</td>
<td>Sets out the open space standards and criteria to assess any loss of existing open space.</td>
</tr>
<tr>
<td>Policy DM30</td>
<td>Provision of New Open Space Sports and Recreational Buildings</td>
<td>Requires residential developments to contribute to the provision and enhancement of open space.</td>
</tr>
<tr>
<td>Policy DM31</td>
<td>Green Belt Development</td>
<td>Sets out criteria which will be used to assess ‘infilling’ development in the Green Belt.</td>
</tr>
</tbody>
</table>

**Minerals and Waste**

<table>
<thead>
<tr>
<th>Policy DM32</th>
<th>Minerals Extraction and Reclamation</th>
<th>Sets out criteria which will be used to assess proposals for mineral extraction.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy DM33</td>
<td>Area of Search</td>
<td>Designates Dewley Hill as an Area of Search for the extraction of coal and other secondary materials.</td>
</tr>
<tr>
<td>Policy DM34</td>
<td>Recycling and Refuse Storage Provision</td>
<td>Sets out the requirements for recycling and refuse storage in new developments.</td>
</tr>
</tbody>
</table>

**Infrastructure and Delivery**

| Policy DM35 | Telecommunications and Digital Infrastructure | Sets out criteria which will be used for the development of telecommunications and digital infrastructure. |
Appendix 9

Newcastle upon Tyne
Part 2 of the Local Plan:
The draft Development and Allocations Plan (DAP)

Frequently Asked Questions (FAQs)

A. Newcastle City Council’s Local Plan: the Core Strategy and Urban Core Plan (CSUCP) and the Development and Allocations Plan (DAP).

1. What is the Local Plan? Why do we need one?

Newcastle’s Local Plan is a collection of documents that will guide the future development in Newcastle to 2030. Part one of our Local Plan is the Core Strategy and Urban Core Plan (CSUCP).

All local authorities are legally required by Government to prepare a Local Plan for their area and to keep it up to date. If it is not up to date, the Government, through the National Planning Policy Framework, will determine future development decisions without local people having a say on local policies.

2. What is the Core Strategy and Urban Core Plan (CSUCP)?

The Core Strategy and Urban Core Plan (CSUCP) is Part 1 of Newcastle and Gateshead’s Local Plan to 2030. The CSUCP was adopted in March 2015.

The CSUCP is a strategic plan for Newcastle and Gateshead up to 2030. It sets out strategic policies and the overall strategy for growth for how Newcastle will develop in the future, including where new homes can be built and where business development can take place.

The CSUCP includes policies on the overall requirements for housing, employment and retail. The scale of development needed was considered at public examination before being adopted.

3. What is the difference between the Core Strategy (CSUCP) and the draft Development and Allocations Plan (DAP)?

The CSUCP is adopted and identifies the scale of growth and development needed in Newcastle up to 2030 and the location for some major development. It contains strategic policies relating to key topics such as housing, employment, transport and retail as well as more detailed policies for the Urban Core.
The draft Development and Allocations Plan (DAP) is Part 2 of Newcastle’s Local Plan to 2030.

The draft Development and Allocations Plan (DAP) is draft because it needs to be consulted upon. Following consultation, the responses received will be considered by the Council and will help to inform the next stage in the preparation of the DAP.

The draft DAP supports the strategic policies in the CSUCP. It provides detailed policies to support and help deliver the strategic policies set out in the CUSCP, by including:

- Policies which will be used to make planning decisions on planning applications
- Allocations of housing and employment sites to support the CSUCP
- Designations (boundaries) of areas such as retail centres and wildlife sites

4. What policies will be covered in the draft DAP?

The policies in the draft DAP cover multiple policies, which have been grouped into ‘themes’ as follows:

- Economic prosperity
- Homes
- Transport
- People and place
- Infrastructure and delivery

5. Is the Green Belt boundary being altered by the draft DAP?

The Green Belt boundary was amended through the CSUCP and it is not being altered through the draft DAP.

B. Consultation on the draft Development and Allocations Plan (DAP)

6. At what stage is the draft Development and Allocations Plan (DAP)?

Consultation on the draft DAP will take place between Monday 9 October and Monday 20 November.

This consultation is the first formal stage in the preparation of the draft DAP. Newcastle City Council is required to consult on the draft DAP and invite comments. The Council will consider all the comments made throughout the public consultation process and they will help inform the next stage of the DAP.

7. How long will the consultation on the draft DAP take place?

To allow local people to have their say on the draft DAP, the Council is carrying out a first round of public consultation for six weeks, from Monday 9 October 2017 to Monday 20 November 2017.

C. How to have your say
8. Where can I find more information on the draft DAP and have my say?

- **Online: Newcastle City Council’s website**
  All the evidence and other relevant documents that were used to develop the draft DAP can be found online at [www.newcastle.gov.uk/localplan2](http://www.newcastle.gov.uk/localplan2).

- **Online survey: Let’s Talk**
  Visit [www.letstalknewcastle.co.uk](http://www.letstalknewcastle.co.uk) and complete the online survey.

- **Events across Newcastle**
  The Council will host a series of drop in events across the city, with planning officers on hand to provide support and answer questions. You can submit your comments at these events.

  A list of events can be found online at [www.newcastle.gov.uk/localplan2](http://www.newcastle.gov.uk/localplan2).

- **Community Hubs across Newcastle**
  We will also have exhibitions and displays in community hubs across the city, where you can view paper copies of the draft DAP and give your comments:

  - **City Community and Information Hub and Library (City Library)**
    Charles Avison Building
    33 New Bridge Street West
    Newcastle upon Tyne
    NE1 8AX

  - **Outer West Community and Information Hub and Library**
    Outer West Library
    Denton Way
    Denton Park
    Newcastle upon Tyne, NE5 2QZ

  - **East End Community and Information Hub and Library**
    Hadrian Square
    Byker
    Newcastle upon Tyne
    NE6 1AL

- **Email the Planning Team**
  If you have any queries on the consultation response form, please contact [planningpolicy@newcastle.gov.uk](mailto:planningpolicy@newcastle.gov.uk)

  We would ask people to use the online or paper consultation response form, where possible, to provide comments on the draft DAP as this is the most efficient and accurate way to receive and process your comments.
9. Can I influence any Council decisions through this consultation? For instance, can proposed sites be removed from the draft DAP?

Yes. This is the first formal round of consultation and we will consider any additional information and evidence submitted through consultation. Any changes made to the draft DAP following consultation will be published and a second draft of the DAP will be consulted on again, before it is submitted to the Secretary of State for examination.

10. Do I have to give my personal information when making a comment through the consultation process?

It is a national requirement of the Local Plan process that comments will only be deemed legitimate (in planning terms this is called ‘duly made’) if they are received in a written format with a name and address supplied. Comments made verbally or anonymously cannot be accepted.

Newcastle City Council is obliged to make all comments received (in planning terms these are called ‘representations’) available for public inspection on the Council’s website. Your comment, name and address will be made publicly available, but we will not publish personal information, such as telephone numbers or emails. Comments or ‘representations’ will not be taken into consideration or published if they contain anything that is considered racist, defamatory or derogatory.

11. What will the Council do with the comments or ‘representations’ and what happens next?

The Council will carefully consider all duly made representations that are received during the consultation period.

The comments or representations will be taken into account and used by the Council to inform the preparation of the next stage of the draft DAP i.e. the second draft DAP. All comments will be recorded and summarised in a report which we will publish on the Council’s website.

12. Can I comment or disagree on the overall housing or employment figures for Newcastle?

The housing, employment and retail figures for Newcastle are set by the CSUCP, which was adopted in March 2015.

Therefore these aspects cannot be amended through the draft DAP consultation; rather, the draft DAP document focuses on how and where the housing or employment should be located, for example.

D. Economic prosperity

Newcastle is growing and we need to make sure we can continue to thrive, attract new businesses to the city and create jobs for future generations.
Part 1 of the Local Plan, the CSUCP, identified the need to create around 14,000 jobs across the city. The Council therefore needs to make sure that we make land available to create employment opportunities.

Part 2 of the Local Plan, the DAP, allocates employment sites to support economic growth. It also covers policies relating to retail centres, and the importance these centres play in local communities. The policies within the draft DAP protect these centres and the draft DAP requires Impact Assessments for retail and leisure development outside of designated centres.

13. Are sites for employment already allocated in Part 1 of the Local Plan, i.e. the Core Strategy and Urban Core Plan (CSUCP)?

The CSUCP contains policies CS5 - Employment and Economic Growth Priorities and CS6 – Employment Land.

These policies establish the strategic principles of supporting economic prosperity and ensuring employment land is protected and managed to meet the needs of the city. The CSUCP also allocated land at Newcastle International Airport, recognising it as an international gateway and a key economic growth driver.

National policy requires Newcastle City Council to secure economic growth in order to generate jobs and prosperity. It is essential that we are proactive in enhancing and safeguarding the supply of employment sites across the city. Policy DM1 of the draft DAP allocates sites across the city, many of which are already being used for economic and employment purposes, to support the strategic policies set out in the CSUCP.

E. Homes
Part 1 of the Local Plan, the CSUCP, identified the need to plan for 21,000 new homes in Newcastle by 2030.

To deliver Newcastle’s future housing needs, Part 2 of the Local Plan, the draft DAP, allocates sites for future housing development in addition to those already identified in Part 1 of the Local Plan, the CSUCP.

The allocations in the draft DAP will provide greater certainty on the delivery of new homes and help bring forward a range of sites with a mix of housing types.

The draft DAP sets out space standards to make sure that new homes respond to residents' needs and remain attractive to future generations. This includes considerations around accessible and adaptable accommodation that are required by new developments, in order to help meet the city’s housing needs.

14. Why is more housing being proposed in the draft DAP?

The overall level of housing development was established in Part 1 of the Local Plan, i.e. the Core Strategy and Urban Core Plan (CSUCP). The overall level of housing development was debated at the Local Plan examination and the level takes into account national household projections, local need, the availability of land and an assessment of environmental impacts.
The draft DAP proposes housing development on urban sites that will help meet our housing targets. The distribution of housing follows Newcastle City Council’s approach set out in the CSUCP. The housing sites in the draft DAP have been assessed for potential housing development through the Housing and Economic Land Availability Assessment (HELAA) – see below FAQ – ‘What does HELAA mean?’.

The Council has worked with developers to take forward the sites allocated in the CSUCP and a large number of these sites have planning permission granted. However, in order to meet housing needs, we now need to secure housing on urban sites.

15. But why do we need more houses?
The population in Newcastle and Gateshead is forecast to grow by 8%. In Newcastle, this represents an increase of approximately 16,000 households required between 2015 and 2030, hence the need for new housing. This is partly due to people living for longer, and more significantly due to new people moving into the area.

The most significant growth in the population is those aged 65 and over – this is forecast to grow by over 47% in Newcastle between 2015 and 2030.

16. Is the population growth you forecasted still correct?
Yes. We’ve recently undertaken a Strategic Housing Market Assessment (SHMA) exercise to ensure our evidence base is up to date. This was first published in 2010 and updated in 2013, to support the preparation of the CSUCP.

The SHMA forecasts future population growth, considering household data to help produce the proposed housing target in a Local Plan. The SHMA also forecasts affordable housing need and the housing needs of different groups to inform policy and Council action.

17. What level of affordable housing is proposed in the draft DAP?
The CSUCP expects 15% of homes to be affordable and for the homes to be built alongside homes for sale wherever possible.

18. What does HELAA mean?
HELAA is the acronym for Housing and Employment Land Availability Assessment. This is a record of sites that have been put forward for consideration as development sites. Inclusion of a site in the HELAA does not mean that planning permission will be granted or that the site will be allocated for development. It forms a “pool” of sites from which to choose future site allocations.

19. Is there / will there be any support for first time buyers in the future?
This will be determined by the Government at a national level and is not something Newcastle City Council determines.

20. Instead of building new homes, can’t we just bring empty properties back in to use?
The Council has been making excellent progress in reducing the number of vacant properties in the city in recent years, and we continue to work with partners to reduce the number of empty properties. The number of empty homes across Newcastle has seen a significant drop in the vacancy levels from 3.6% in 2010 to 2.8% in 2016.

21. Will the local community have a say on the design/appearance/type of development on the development sites in the draft DAP?
Local communities will have the opportunity to make comments on details of the proposed development as part of the planning application process.

22. Who are the developers? Does the Council have preferred developers?
Some of the sites are in private ownership and therefore any developer could develop the sites. If owned by the Council and taken forward, the Council will go through a tender and selection process to choose a suitable developer.

23. Who will be moving into these houses?
The majority of houses will be for private sale and therefore for sale on the open market.

F. Transport
Part 1 of the Local Plan, the CSUCP, sets out the need for an integrated transport network to support sustainable development in Newcastle.

Policies set out in part 2 of the Local Plan, the draft DAP, will support the delivery of this by requiring new development to:

- improve accessibility for walking and cycling
- promote the use of public transport
- provide safe, secure and useable vehicle and cycle parking
- manage the impact development has on the highway network
- define the hierarchy of roads in order to support the management and movement on the highway network

24. How has the impact of traffic levels been considered in the draft DAP?
Where a development is likely to have significant transport implications, a transport assessment or transport statement is required to be submitted with a planning application. These will be used to determine whether the impact of the development is acceptable. Further detail on transport assessments, transport statements and travel planning can be found in the Council’s Transport Assessments, Travel Plans and Parking Developer Guidance which are available by visiting www.newcastle.gov.uk/planning-and-buildings/planning-applications/other-planning-guidance

25. Will public transport need to be reviewed?
Major developments are expected to demonstrate public transport accessibility at planning application stage through a transport assessment or transport statement. Developments which result in a significant amount of traffic are also expected to be supported by a travel plan. The travel plan document should identify measures to increase sustainable travel and promote the use of public transport.
26. Will there be new cycle routes around these sites?
Developments must be designed to encourage walking and cycling, and developments will be required to provide links through sites and to the wider walking and cycling network. Furthermore, developers are encouraged to bring forward sustainable travel plans and Section 106 Agreement contributions can be sought towards the cost of public transport and cycle routes.

I. People and place
The draft DAP will make sure that the impact of development on the environment is carefully considered. This consideration includes policies to preserve, protect and enhance Newcastle’s natural and historical environment.

It places importance on protecting and conserving our heritage assets. The protection and enhancement of green infrastructure is set out within the draft DAP, including addressing environmental risks and flood risk.

27. How are we protecting the natural environment?
The draft DAP includes policies to protect and enhance wildlife across Newcastle. Policies DM26-DM31 all seek to protect and enhance our natural environment. Developers and landowners will have to adhere to these policies when developing any site in Newcastle.

28. How are we protecting the historic environment?
The draft DAP includes policies to protect and enhance the historic environment. Policies DM15-DM20 all seek to protect and enhance our historic environment. Developers and landowners will have to adhere to these policies when developing any site in Newcastle.

29. How are we protecting open space?
Newcastle has a range of open spaces which form part of the green infrastructure network. The draft DAP includes policies to protect existing open space in line with the open space standards. Open spaces which are above 0.15 hectares are shown on the Policies Map.

New provision of open space will be required as part of new development and will help to meet deficiencies in quantity or access to open space.

J. Infrastructure and delivery
More development will add pressure on existing infrastructure, and we need to make sure we understand the impact this will have, including on telecommunications and digital infrastructure.

This is recognised as a key driver for both local and national economies. The draft DAP will therefore set out the role of enhanced services and infrastructure in providing more sustainable communities, and creating more employment opportunities by providing attractive, cutting-edge infrastructure.

30. What about the implications for infrastructure, like schools and roads etc.?
An important part of managing future growth is ensuring that local communities are supported by adequate services, facilities and infrastructure including transport, education, health, social care, sport and recreation etc.

In preparing the draft DAP, Newcastle City Council has worked closely with infrastructure providers (education, highways etc.) to identify the capacity of local infrastructure and what improvements will be required to ensure that the development proposed can take place.
Appendix 10

Draft DAP – Online Survey

What is the consultation about?

Newcastle’s Local Plan is a collection of documents that will guide the future development in Newcastle to 2030.

- Part 1 of our Local Plan is the Core Strategy and Urban Core Plan (CSUCP). The CSUCP was adopted in March 2015.
- Part 2 of our Local Plan is the Development and Allocations Plan (DAP). This is currently being prepared and the subject of this consultation

Guidance on making comments on the draft Development and Allocations Plan

General advice and information

- Ensure your comments are clear and to the point
- Ensure that you back up your comments with clear evidence to justify your comments
- To make sure your views are not misinterpreted, we can only accept written comments and preferably online using our consultation response form at www.letstalknewcastle.co.uk
- The draft DAP, Frequently Asked Questions (FAQ’s) and supporting documents are available to view and download at www.newcastle.gov.uk/localplan2

Group responses
If you are a member of a group that shares a common view, it would be helpful to submit a single representation outlining the comments of the group. In such cases, the group should indicate how many people it is representing.

Confidentiality
If you make a written comment, it cannot be treated in confidence. Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulation 2012, as amended, required copies of all comments to be made publicly available.

Your comment, name and address will be made publicly available, but we will not publish personal information, such as telephone numbers or emails. All personal information will be held in accordance with the Data Protection.
Contact details
You are requested to fill out your personal details if your comments are to be considered. If you are, or have an agent employed to act on your or someone else’s behalf, please fill out both your own and your agent's/client's details.

What happens next?
Following consultation, the responses received will be considered by the Council and will help inform the next stage in the preparation of the draft DAP.
Appendix 11

GO0002 Indigo Planning
GO0071 Catherine McKinnell MP
GO0003 Davis Planning Partnership
GO0072 Chi Onwurah MP
GO0004 Walton and Cole
GO0073 Nick Brown MP
GO0005 Northumbrian Water Ltd
GO0262 Jo-Anne Garrick
GO0006 Shepherd Offshore
GR0002 Desmond Delaney
GO0007 Signet Planning
GR0004 R Davison
GO0009 Amec Foster Wheeler
GR0006 Sharon Clarke
GO0010 CAMRA
GR0007 C Thompson
GO0011 England & Lyle
GR0010 Vivien Garbutt
GO0012 Brummitt Architects
GR0013 RV Hickie
GO0013 Lambert Smith Hampton
GR0014 Mick Duffy
GO0014 Chris Thomas Ltd
GR0015 Colin Dickenson
GO0015 Walker Morris LLP
GR0017 Nick Glover
GO0017 SSA Planning Limited
GR0018 Jeff Forster
GO0018 Newcastle First Community Party
GR0019 Claire Prospert
GO0019 Thomas Walling Primary Academy
GR0020 Irene Scott
GO0020 NewCycling
GR0021 Paul Rowe
GO0021 Persimmon Homes
GR0022 Helen Wright
GO0022 Nicholson Nairn Architects
GR0024 Alan Davies
GO0023 Friends of Jesmond Library
GR0026 Jim Jinks
GO0024 Straightline Construction Co Ltd
GR0030 Deborah Ward
GO0025 University of Sunderland
GR0031 Marek Bidwell
GO0026 Hi-Grove Residential
GR0032 Malcolm & Alison Black
GO0028 Ward Hadaway
GR0034 Shiela E Cooper
GO0029 Citizens Advice Bureau
GR0036 Mary Brown
GO0030 John Lewis Newcastle
GR0037 Lawrence Gray
GO0031 Scotswood Village Residents Association
GR0039 Michael Hogg
GO0032 Ryder Architecture
GR0040 Christine Elliott
GO0033 Sport Newcastle
GR0041 Alan Beale
GO0034 Tyne & Wear Archives & Museums
GR0043 Karen Bodani
GO0035 Heaton Manor School
GR0045 Norma Lees
GO0036 HBF
GR0046 George Burgess
GO0037 Northumberland Estates
GR0047 Sandy Irvine
GO0038 Vonne (Voluntary Organisations' Network North East)
GR0048  Monica Nevin
GO0039 Sport England
GR0049  E  McMullen
GO0040 St. Vincent's RC Primary School
GR0050  Alison Whalley
GO0041 Northumbria University
GR0051  David Caldicott
GO0042 Bishop of Newcastle
GR0052  Ian Alder
GO0043 North East Chamber of Commerce
GR0053  Richard Foster
GO0044 Tyne & Wear Fire and Rescue Service
GR0056  Roy Sanderson
GO0046 Sport England
GR0057  Robert & Joan Greenup
GO0047 Banks Group
GR0063 Liz Richley
GO0048 Nexus
GR0064  Russell Bowman
GO0049 Taylor Wimpey
GR0068  Wright
GO0050 Barton Willmore
GR0070  Stewart Falconer
GO0052 Nathaniel Lichfield and Partners
GR0072  Suzie Raine
GO0053 NGP Consortium
GR0073  Leila Tavendale
GO0054 Persimmon Homes
GR0075  Rebecca Moosavian
GO0055 Tyne and Wear Joint Local Access Forum
GR0076  Susan Tideswell
GO0056 Aldi Stores
GR0077  Chew
GO0057 Barratt David Wilson Homes
GR0078  Bridget Deane
GR0058 McCarthy and Stone Retirement Lifestyles Ltd
GR0079  Jason Whalley
GO0059 The Planning Bureau
GR0080  Stephanie Downey
GO0060 Barton Willmore
GR0081  Chris Lamb
GO0068 John N Dunn Group Ltd
GR0083  Scott Ferguson
GO0069 DPP
GR0085  Violet Rook
GO0070 Elders Council of Newcastle
GR0086  W Nash
GO0097 Food Newcastle
GR0087  Anthony Sanderson
GO0098 Husband and Brown Limited
GR0091  Roger Malton
GO0102 McDonalds
GR0092  Stephen Chisholm
GO0103 Planware
GR0093  Rachel Davison
GO0104 Newcastle CVS
GR0095  Mohammed Ajaib
GO0105 Newcastle University
GR0097  Edmund Smith
GO0106 SSA Planning
GR0098  Violet Rook
GO0108 Newcastle University
GR0099  Margaret Cockburn
GO0112 Amec Foster Wheeler E&I UK
GR0100  Reg Hall
GO0113 British Geological Survey
GR0103  Alan Gowers
GO0114 Sykes Property Consultants
GR0104  Kev Todd
GO0145 Peacocks
GR0105  Richard Keeling
| GO0146 Woodland Trust                      | GO0183 Eversheds                          |
| GO0147 Newcastle University               | GO0184 Lambert, Smith & Hampton           |
| GO0149 Cussins                            | GO0186 Signet Planning                    |
| GO0150 Persimmon Homes                    | GO0187 Wyndham Primary School             |
| GO0151 PNB Paribas                        | GO0188 Port of Tyne                       |
| GO0152 Naylors Chartered Surveyors        | GO0189 Byker Community Trust              |
| GO0153 Intu Properties                    | GO0190 NECC                               |
| GO0154 JK Property Consultants            | GO0191 FSB                                |
| GO0155 Tesco                              | GO0193 Entrepreneurs Forum                |
| GO0158 Asda Stores Ltd                    | GO0194 Newcastle Business Forum           |
| GO0159 Hall and Partners                  | GO0195 CBI                                |
| GO0160 Tyne and Wear Fire and Rescue Service | GO0242 Anton Lang Planning Services   |
| GO0161 The Theatres Trust                 | GO0246 Barton Willmore                    |
| GO0163 Durham County Badger Club          | GO0249 Hedley Planning                    |
| GO0164 Gavin Black & Partners             | GO0250 Sirius Planning                    |
| GO0165 Zytronic Displays Ltd              | GO0251 George F. White                    |
| GO0167 Northumberland Estates             | GO0253 Newcastle City Council             |
| GO0168 Bellway Homes                      | GO0254 TETLOW KING PLANNING               |
| GO0169 Jacksons Law Firm                  | GO0255 WYG                                |
| GO0171 Hammerson                          | GO0256 CEG Land Promotions               |
| GO0172 Downing                            | GO0257 Quadrini family                    |
| GO0173 Metnor                             | GO0258 Arcus Consultancy Services Ltd     |
| GO0174 Adderstone Group                   | GO0259 National Grid                      |
| GO0175 Hanro                              | GO0260 Motcomb Estates Limited            |
| GO0176 Malhotra Group                     | GO0261 Avant Homes (North East)           |
| GO0177 FVA Bilfinger GVA                  | GO0263 Wyevale Garden Centres Ltd.        |
| GO0179 WYG Planning                       | GO0264 NEWCASTLE INTERNATIONAL AIRPORT LTD |
| GO0180 Burnett Planning                    | GO0265 Department for Education           |
| GO0182 Cundall                            |                                            |
| GO0266 Deloitte Real Estate                     | GO0296 Four Housing                  |
| GO0267 NFU                                      | GO0297 Home Group                    |
| GO0268 SLR Consulting Ltd                      | GO0298 Byker Community Trust        |
| GO0270 CH2M                                     | GO0299 Thirteen Group                |
| GO0271 DPPUK Ltd                                | GO0300 Riverside Group              |
| GO0272 GL Hearn                                 | GO0301 Carillion Igloo              |
| GO0273 WYG                                      | GO0302 Byker Community Trust        |
| GO0274 Heaton Planning Ltd                     | GO0303 Places for People             |
| GO0275 DevPlan                                  | GO0304 Places for People             |
| GO0277 GVA                                      | GO0305 Affinity Sutton Group        |
| GO0278 Montagu Evans                            | GO0306 Affinity Sutton Group        |
| GO0279 GL Hearn Limited                         | GO0307 Anchor                       |
| GO0280 Newcastle College                        | GO0308 The Guinness Partnership     |
| GO0281 Education and Skills Funding Agency,    | GO0310 Hanover Housing Association   |
| Department for Education                       | GO0311 Tyne Housing                  |
| GO0282 Freeths                                  | GO0312 Accent Group                  |
| GO0283 Suez Recycling and Recovery UK Ltd       | GO0313 Two Castles Housing Association |
| GO0284 Newcastle University                     | GO0314 New Tyne West Development Company |
| GO0285 Newcastle University                     | GO309 St Anthony of Padua Community Association |
| GO0286 Newcastle upon Tyne Hospital NHS         | GR0088 DPDS                           |
| Foundation Trust                                | GR0089 DevPlan UK                    |
| GO0287 Your Homes Newcastle                     | GR0090 Exigo Project Solutions      |
| GO0288 Your Homes Newcastle                     | SC001 Northumberland County Council |
| GO0289 Your Homes Newcastle                     | SC002 North Tyneside Council        |
| GO0290 Your Homes Newcastle                     | SC003 Gateshead Council              |
| GO0291 Your Homes Newcastle                     | SC004 Sunderland City Council       |
| GO0293 Leazes Home Ltd.                         | SC005 South Tyneside Council        |
| GO0294 Leazes Home Ltd.                         |                                          |
## APPENDIX 12  DAP Consultation comments and Responses

<table>
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<tr>
<td>Age Friendly City/Future Homes 100 c/o Colin Percy</td>
<td>Comments on the wording of Policy DM3 District and Local Retail Centres. The overall thrust of this section could be broader.</td>
<td>in support</td>
<td>The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text. DM3 - District and Local Retail Centres</td>
</tr>
<tr>
<td>Agent acting for Universities Superannuation Scheme / Burnett Planning</td>
<td>Comments on the designation of Kingston Park District Centre and the potential to extend the designation to include adjacent retail parks.</td>
<td>in objection</td>
<td>Although not formally shown on a policies map, the Council do have records for shopping centre boundaries which have been used since June 1996. These boundaries were included in retail health checks prepared to inform the retail hierarchy allocated in the Core Strategy and Urban Core Plan and formed part of the published evidence base examined by the Inspector. Notwithstanding this, the comments you have raised require further consideration and may inform the Submission Draft Plan. DM3 - District and Local Retail Centres</td>
</tr>
<tr>
<td>Alison Whalley</td>
<td>Comments on prioritising Local Centres in order to revive local high streets and promote sustainable travel and growth to achieve a better life / work balance.</td>
<td>in objection</td>
<td>Comments noted. Local centres are recognised as providing easy access to shopping, services and local community facilities to meet day-to-day needs. Policy DM3 of the DAP aims to ensure that the role and function of these centres are protected. DM3 - District and Local Retail Centres</td>
</tr>
<tr>
<td>Ashdale Land Property Company Ltd / Martyn Earle</td>
<td>Comments received on the potential of land on Rotary way, North Gosforth for an allocation for employment use.</td>
<td>a general comment</td>
<td>Land south of Rotary Way (Ref. 4665) was submitted to the Council as suitable and achievable for residential development through the HELAA call out for sites procedures in 2016 and has been assessed on that basis. Given this representation, the site will be assessed for employment in the HELAA. DM1 - Employment Sites</td>
</tr>
<tr>
<td>Banks Property Ltd / Justin Hancock</td>
<td>More recognition should be given to the need to enhance road infrastructure to support employment development. Development which provides new road infrastructure should be encouraged. An example of this is the Airport KEA1.</td>
<td>a general comment</td>
<td>The DAP allocates employment sites to meet the objectives set out in the Core Strategy and Urban Core Plan in delivering and maintaining a range of economic development sites, both new and existing. New sites have been assessed in terms of their accessibility by walking, and forms of public transport, and their proximity to and interconnectivity with the strategic highways network. Potential constraints relating to access of specific sites have been identified. The specific layout and access arrangement to individual sites will be determined at the planning application stage. Development of allocated employment sites will also be assessed against relevant policies in the Core Strategy and DAP in relation to transport and accessibility. DM2 - Protection of Employment Sites</td>
</tr>
<tr>
<td>Ben A Macleod</td>
<td>Comments on retail uses and the approach to retail policies set out in DAP Policy DM3 and the Hot Food Takeaway Supplementary Planning Document (SPD).</td>
<td>in support</td>
<td>Comments on Policy DM3 and the Hot Food Takeaway SPD welcomed. DM3 - District and Local Retail Centres</td>
</tr>
<tr>
<td>BizSpace / Andrea Herrick</td>
<td>Comments in relation to West 15 Business Centre, Whickham view. They support the de-allocation of the site for employment uses and consider that the site could come forward for housing development. The also point out that the Policies Map should reflect the de-allocation of the site as set out in the DAP.</td>
<td>in support</td>
<td>It is considered that the retail policies set out in the Core Strategy and Urban Core Plan together with the DAP can be appropriately applied to ensure a particular use does not dominate a centre. DM3 - District and Local Retail Centres</td>
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<td>in objection</td>
<td>The site is not shown as being retained as an employment site on the DAP map. Once the DAP is adopted the Policies Map will be updated to reflect the de-allocation. DM1 - Employment Sites</td>
</tr>
<tr>
<td>Dinnington Parish Council / Mike Wood</td>
<td>Comments on the Dinnington Local Centre designation which includes an area of public green space which is well used by local residents. The designation should be revised to remove this area.</td>
<td>a general comment</td>
<td>The comments you have raised require further consideration and will inform the Submission Draft Plan. DM3 - District and Local Retail Centres</td>
</tr>
<tr>
<td>Elders Council of Newcastle, Biomedical Research Building, Campus for Ageing and Vitality / Elders Council Working Group / 10 people on older person friendly city c/o Vera Bolter</td>
<td>Comments in support of approach to retail centres in Policy DM3.</td>
<td>in support</td>
<td>Policies within the adopted Core Strategy and Urban Core Plan and the Development and Allocations Plan aim to maintain vital and viable centres which include a strong retailing offer as well as other supporting facilities and services. The Core Strategy and Urban Core Plan recognises the importance of access to healthy food. DM3 - District and Local Retail Centres, DM4 - Retail and Leisure Impact Assessment</td>
</tr>
</tbody>
</table>
Comments in support of protecting retail centres and other small retail parades.

Andrew Astin
Sandhill, Newcastle upon
Historic England, Bessie
Highways England / Paul
Leamington Spa, Kenilworth Road,
Infrastructure UK
Amec Foster Wheeler
Hannah Lorna Bevins,
12 February 2018
assessing retail impact.
Objection relating to the extent of Shields Road District Centre and the floorspace threshold for assessing retail impact.

Highways England would like more detail regarding the new and existing allocations of employment sites.
Development proposals must demonstrate that they do not negatively impact the highways network.

Highways England / Paul Dixon
Highways England would like more detail regarding the new and existing allocations of employment sites.
Development proposals must demonstrate that they do not negatively impact the highways network.

Historic England, Bessie
Surtees House, 41-44
Sandhill, Newcastle upon
Tyne / Barbara Hooper
Comments on Policy DM1 new employment site allocations potential impact on heritage assets
i.e. Site 5 and site 23 are within the Newburn Registered Battlefield site 10 and 29 are within the Hadrian's Wall World heritage Site (WHS) Buffer zone A large number of allocations and protected employment sites are within or adjacent to heritage assets. The ELR and HELAA do not consider the impact of development on heritage assets.

Indigo Planning on behalf of M&G Real Estate / Andrew Astin
Objection relating to the extent of Shields Road District Centre and the floorspace threshold for assessing retail impact.

The Site DM1 No. 23 Newburn Industrial Estate has electrical power lines running over the Eastern end of the site. National grid would prefer there be no development beneath their power lines, require access to the power lines for maintenance reasons, and wish to be consulted before any future development takes place.

The City Council is working in partnership with Historic England and Gateshead Council in developing a strategic approach to the future management of the Newburn Battlefield site. The first draft of the Historic England report on site was received in January 2018. The sites referred to within the Battlefield will be subject to the guidance contained within this for the preservation, enhancement and interpretation of the heritage asset.

In relation to Hadrian's Wall World Heritage Site the city council adopted an SPD (Archaeology and Development May 2007) specifically to ensure that the fullest consideration is given to any proposals along the line of Hadrian's Wall.

Policy DM1- Comment noted. Further meetings will be held to discuss the issues raised by the respondent regarding Policies DM1 and DM2.

Policy DM2 - Comment Noted. The impact of development proposals for allocated employment sites will be considered as part of further meetings with the respondent on Policy DM1 and DM2. However the Council will also continue to request transport assessments based on our current guidance and matters such as site access, congestion, current parking pressures, proposed parking, sustainability of location and other material considerations.

Policy DM1 - Employment Sites
Policy DM1 relates specifically to Retail and Leisure Impact Assessments which is an assessment of the quantitative and qualitative impacts of a proposed retail or leisure development on existing and/or proposed retail or leisure floorspace/centres including assessing the significance of the impact on the current and future vitality and viability of the centres. This assessment does not include transport assessments.

Policy DM4 relates specifically to Retail and Leisure Impact Assessments which is an assessment of the quantitative and qualitative impacts of a proposed retail or leisure development on existing and/or proposed retail or leisure floorspace/centres including assessing the significance of the impact on the current and future vitality and viability of the centres. This assessment does not include transport assessments.

Policy DM2 - Protection of Employment Sites, DM3 - District and Local Retail Centres, Policy DM4 - Retail and Leisure Impact Assessment
The impact on heritage assets is considered in the Employment Land Review site assessment and HELAA site assessment. Heritage assets are identified as constraints.

Many of the sites mentioned are within existing employment sites. Any impact on heritage assets will be assessed in accordance with both policies in the CSUCP and the DAP.

The City Council is working in partnership with Historic England and Gateshead Council in developing a strategic approach to the future management of the Newburn Battlefield site. The first draft of the Historic England report on site was received in January 2018. The sites referred to within the Battlefield will be subject to the guidance contained within this for the preservation, enhancement and interpretation of the heritage asset.

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<td>James Porter</td>
<td>Elswick pool benefits the local economy and the Council’s economic policy is not supporting Elswick.</td>
<td>a general comment DM3 - District and Local Retail Centres</td>
<td>Comments noted. The city council are working to find a viable way for the Elswick pool facility to be reopened.</td>
</tr>
<tr>
<td>Janet Longbottom</td>
<td>The General Hospital should not be used for inappropriate purposes which will exacerbate issues relating to antisocial behaviour in the area. A car park would also not be well received. The use to which the site is put should be related to the existing Campus of Ageing and Vitality uses on site.</td>
<td>in support DM1 - Employment Sites</td>
<td>Policy DM8 of the Draft DAP requires a mix of uses on the site including Class B1 which includes research and development uses and Class C2 care uses. It is not proposed that the site be used for public car parking or park and ride. The DAP proposes that the site should be developed to integrate with the existing uses on site through a site masterplan to demonstrate a comprehensive and co-ordinated approach to development and to manage travel demand. The policies set out in the DAP seek to ensure an appropriate range, mix and quality of housing opportunities for residents. The exact nature and form of any development would be determined by proposals put forward by the party who eventually propose to develop the site. Any application would be determined in accordance with the relevant Core Strategy and DAP policies as part of the planning application process.</td>
</tr>
<tr>
<td>Kentucky Fried Chicken (Great Britain) Limited</td>
<td>Objection on the grounds of applications being assessed against the Hot Food Takeaway SPD.</td>
<td>in objection DM3 - District and Local Retail Centres</td>
<td>The Hot Food Takeaway SPD was adopted by Newcastle City Council in October 2016 and supplements the CSUCP Policy CS14 Wellbeing and Health.</td>
</tr>
<tr>
<td>Kingston Park Neighbourhood Forum / Kingston Park Neighbourhood Forum c/o Kingston Park Neighbourhood Forum</td>
<td>Comments relating to wellbeing, transport links, health facilities, environment and economic prosperity.</td>
<td>a general comment DM3 - District and Local Retail Centres</td>
<td>The Council is committed to promoting sustainable economic growth ensuring that there is enough of the right kind of business accommodation available is a key part of this. The Core Strategy and Urban Core Plan sets out policies to maintain the supply of employment land and office floorspace to meet the development needs of new and existing businesses up to 2030. The Core Strategy and Urban Core Plan identifies two key employment areas, at Newcastle International Airport and at Walker Riverside, as well as directing the majority of office development into the Urban Core as the most sustainable location for that form of employment. The purpose of the DAP is to allocate employment land to meet the objectives set out in the Core Strategy and Urban Core Plan to deliver and maintain a range of employment sites. The DAP also provides protection for existing employment sites, preventing their loss to inappropriate uses.</td>
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<td>M&amp;G Real Estate / M&amp;G Real Estate C/o Andrew Astin Indigo Planning</td>
<td>Objection relating to the extent of Shields Road District Centre and the floorspace threshold for assessing retail impact.</td>
<td>in objection DM3 - District and Local Retail Centres, DM4 - Retail and Leisure Impact Assessment</td>
<td>Comments noted. The retail boundary of Shields Road District Centre has been contracted to exclude the southern end of Heaton Road which includes a limited offer. Shields Road is the largest district centre and it is not considered that the extension of the centre to incorporate Newcastle Shopping Park is appropriate. The boundary of the centre has been contracted to focus the offer. Newcastle Shopping Park may support linked trips between the Shopping Park and the District Centre, however, the two function separately. Newcastle Shopping Park does not include the range of shops and services on offer in a District Centre and functions as a retail shopping park with a large surface car park and large retail units. Evidence which has been prepared to inform the Draft DAP will be reviewed and updated which will inform the preparation of the Submission Draft Plan.</td>
</tr>
<tr>
<td>Newcastle Great Park Consortium / David Abercrombie</td>
<td>Comments on the need for flexibility of Policy DM3 to recognise the role of non retail uses within centres.</td>
<td>in objection DM3 - District and Local Retail Centres</td>
<td>The comments you have raised require further consideration and may inform the Submission Draft Plan. They may result in a change to Policy DM3 and/or supporting text.</td>
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<td>Newcastle Green Party / Alistair Ford</td>
<td>Object to the wording of Policy DM1 on the grounds that land use and transport planning should be integrated reducing the need to travel. Object to DM3 as the policy fails to recognise the importance and protection of independent local businesses. The policies do not promote the creation of sustainable mixed use communities and will lead additional journeys.</td>
<td>in objection</td>
<td>DM1 - The majority of sites being proposed for allocation are within or in proximity to existing employment areas. Sites have also been assessed in terms of their accessibility by walking and public transport, as part of the Council’s Employment land Review. The development of any employment sites proposed for allocation will still require transport issues to be addressed as part of the planning application process. Newcastle is committed to promoting sustainable travel choices through existing and proposed planning policies both in the Core Strategy and Urban Core Plan and the DAP. Adopted Policy CS13 of the Core Strategy and Urban Core Plan states that the Council will promote sustainable travel choices and states that developments should minimise car trips, promote and enhances public transport and for major development to provide sustainable travel plans. Your comments regarding the protection of independent local businesses under DM3 goes beyond what can be controlled by Planning. Planning can only control the use class e.g. a shop (use class A1) a restaurant or café (use class A3) not the individual occupier, although Policy CS7 of the Core Strategy and Urban Core Plan does acknowledge the important role of other, non-retail supporting uses in centres including single shops. The retail hierarchy allocated in the Core Strategy and Urban Core Plan includes centres which are in sustainable locations, the majority of which have strong walk-in catchments and are accessible by public transport.</td>
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<td>Newcastle Green Party / Tice Investments / DaVID Harrison</td>
<td>In objection to the wording of Policy DM3 on the grounds that the policy fails to recognise the importance and protection of independent local businesses. The policies do not promote the creation of sustainable mixed use communities and will lead additional journeys.</td>
<td>DM1 - Employment Sites, DM3 - District and Local Retail Centres</td>
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<td>Ouseburn Trust / Ouseburn Trust - consulted 41 members c/o Chris Barnard, Ouseburn Trust</td>
<td>Comment relates to the whole Ouseburn Valley area.</td>
<td>in support</td>
<td>The Ouseburn Valley is located in the Urban Core area identified in the Core Strategy and Urban Core plan within which mixed use development is appropriate.</td>
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<td>Ouseburn Trust / Ouseburn Trust - consulted 41 members c/o Chris Barnard, Ouseburn Trust</td>
<td>Comment relates to the whole Ouseburn Valley area.</td>
<td>DM1 - Employment Sites</td>
<td>Newcastle is the most significant retail and leisure destination in the region. It is acknowledged that the role and function of retailing is changing. Although retailing remains very strong in Newcastle, service uses such as cafes, restaurants and banks do support the role and function of Newcastle, they attract custom, provide a more diverse offer and encourage linked trips. This trend is also reflected nationally. Newcastle is a major office location for the North East Region and it is essential that high quality office space is available in the Urban Core, however natural churn in the market means that there will always be some unoccupied floorspace at any given time. This is particularly true during periods of low economic growth. It is also necessary to ensure a supply of new high quality office space is available to meet demand as older premises reach the end of their operational lives. The other points raised regarding ownership of premises and bringing empty properties back into use are beyond the scope of the DAP.</td>
</tr>
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<td>Reuben Hiles</td>
<td>Objection to the Council’s approach to growth within the Urban Core. The importance of community should be acknowledged in the DAP. Other areas of the city have a limited retailing offer. Ownership of premises is an issue and the Council should intervene to bring empty buildings back into use.</td>
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<td>Robert Mee</td>
<td>Employment sites in Byker are old stock. These will become unviable as new premises are brought to market outside of Byker. Is there a demand for employment in these areas? Only 0.73 ha of housing has been allocate in Byker and the employment land may be put to better use as housing.</td>
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<td>Robert Mee</td>
<td>Request re the site area of Riverside East, Byker, - Site No 26.</td>
<td>a general comment DM2 - Protection of Employment Sites</td>
<td>Newcastle's Local Plan currently consists of the retained Unitary Development Plan (UDP) policies and the Core Strategy and Urban Core Plan (CSUCP) together with Area Action Plans for Walker Riverside and Benwell Scotswood. These form part one of Newcastle's Local Plan. The draft Development Allocations Plan (DAP) forms part 2 of the Local Plan and once adopted will supersede the saved UDP policies and Area Action Plan policies. The site in question was originally allocated in the UDP and is covered by Policy ED3.1 (27). As part of the development of the DAP, the site boundaries have been reviewed for the Riverside East site. This was done to take account of changes to the sites character, recent assessment of open space across the city and in line with the recently adopted CSUCP, which includes the designation of the Urban Core. The site area stated in the draft DAP will be updated and the correct figure is 11.87ha. The reason for this discrepancy is that the site area inclusive of the Corridor of Natural Green Space was inadvertently included in the original measurement. The site is shown on the Development and Allocations Plan Policies Map available on the Council’s website at the following link <a href="https://www.newcastle.gov.uk/planning-and-buildings/planning-policy/site-allocations-and-development-management">https://www.newcastle.gov.uk/planning-and-buildings/planning-policy/site-allocations-and-development-management</a></td>
</tr>
<tr>
<td>Royal Mail Group / Katherine Brooker</td>
<td>Policy DM2 should be amended to protect the sites for B uses and 'suitable sui generis uses'. Many sui generis uses are employment generating and need to be located in these locations. This would enable Royal Mail to locate a depot or other operations in an existing or allocated employment site.</td>
<td>a general comment DM2 - Protection of Employment Sites</td>
<td>Sui Generis uses vary in their nature and need to considered on their individual planning merits. Applications for sui generis uses will be assessed subject to the relevant policies in the Core Strategy and Urban Core Plan and the DAP once approved.</td>
</tr>
<tr>
<td>Space for Gosforth c/o Rupert Weare</td>
<td>Objection to the detailed wording of Economic Prosperity and Transport policies and suggested policy changes to ensure development is sustainable, creating mixed use communities.</td>
<td>in objection DM1 - Employment Sites, DM2 - Protection of Employment Sites DM3 - District and Local Retail Centres, DM4 - Retail and Leisure Impact Assessment</td>
<td>Mixed use development inclusive of office floorspace primarily takes place in the Urban Core due to its more sustainable location and the Council’s decision to focus office development in the Urban Core, as set out in the Core Strategy. District and Local Centres are regularly reviewed as part of the Retail Health Checks. The designations of District and Local Centres are based on their role and function. The Core Strategy and Urban Core Plan Policy CS7 sets out the retail hierarchy and acknowledges that outside of designated centres in the retail hierarchy there are other local community facilities, small shopping parades, including single shops which provide an important service to the local community. Policy CS7 supports their retention where they provide an important service to the local community and remain viable. The need to identify and plan for further retail provision in order to assist sustainable growth is also identified in the Core Strategy and Urban Core Plan. The protection of existing pedestrian and cycle networks is covered in draft policy DM14 Mitigation and Highway Management which states development will be required to mitigate against its impact on the highway network in the interests of safety, efficiency and accessibility and adopted Core Strategy Policy CS13 Transport which requires the protection and enhancement of pedestrian routes, cycle networks and Rights of Way.</td>
</tr>
<tr>
<td>Steve Clarke</td>
<td>The plan is not doing enough to improve the economic prosperity of the City.</td>
<td>a general comment N/A</td>
<td>The Council’s adopted Core Strategy and Urban Core Plan sets out our ambitious spatial strategy for economic growth. The Council will continue to work closely with a range of agencies and organisations to secure future growth for the benefit of Newcastle and the region.</td>
</tr>
<tr>
<td>Tyne and Wear Passenger Transport Executive (Nexus) Limited / Andrew Moss</td>
<td>There is an opportunity for the site to be used in whole or part for a positive economic purpose.</td>
<td>a general comment DM1 - Employment Sites</td>
<td>The site is located within the Green Belt. It was located within the Green Belt in the Core Strategy and Urban Core Plan and no change has been made. The Premier Inn, car park and Prestwick Terrace are not in the Green Belt. Development in the Green Belt would constitute a departure from policy and as such would require 'very special' circumstances to merit a positive response.</td>
</tr>
</tbody>
</table>
Comment From
Tyne and Wear Public Transport Users Group (around 300 members) c/o AlistairFord

Summary of Comment:
Access to employment is important. Housing, employment and Mixed Use development should be comprehensively planned, taking principles of sustainable transport into account. Office and retail do not need to be zoned separately from residential sites. Modelling is needed to assess the accessibility of existing and new employment and housing sites. More consideration should be given to allocating sites for mixed use. Development should be focused around transport hubs. Retail should be encouraged in locations which will reduce the need to travel. Development which encourages private car journeys should be discouraged.

relating to Specific Policy
in objection
DM1 - Employment Sites | DM3 - District and Local Retail Centres

NCC response to this comment
The provision of a wide range of suitable employment locations is essential to supporting Newcastle’s role as a major regional employment location. The amount of new employment land required to 2030 is set out in the adopted Core Strategy and Urban Core Plan. The Development and Allocations Plan allocates employment land in locations to meet this need. Both Local Development Plan documents have been produced after appropriate consideration of long term employment trends, particularly the reduction in demand for premises for heavy industry and the growth in demand for office based employment. The assessment of housing and employment land is carried out comprehensively as part of the Housing and Employment Land Availability Assessment (HELAA). This assessment includes an evaluation of each site in terms of accessibility.

The Council is required to plan positively to meet the employment land requirements set out in the Core Strategy and Urban Core Plan to ensure that the City will be able to provide a sufficient supply of employment floorspace across a number of sectors, including office, general industrial, and warehousing uses. The Core Strategy and Urban Core Plan prioritises the Urban Core for major office, and retail development. Proposals for office development outside of the Urban Core over 200 square metres (net internal area) will require a sequential test and impact assessment in accordance with Policy CS6 of the Core Strategy.

The majority of employment sites shown in the DAP are identified for general industrial uses, and warehousing uses, much of which is within existing retained employment sites. Neither of these uses would be generally considered suitable close to housing development. In terms of the need for additional transport modelling work, transport and accessibility is dealt with within section 5 of the DAP and Policy CS13 found in Core Strategy and Urban Core Plan.

The Council would expect planning applications for development on any of the allocated housing or employment sites to take account of the relevant policies relating to sustainable transport within the Core Strategy and Urban Core Plan and the DAP.

Newcastle is committed to promoting sustainable travel choices through existing and proposed planning policies which include increasing walking and cycling. This is also in line with the DfT’s Cycling and Walking Investment Strategy which sets out the ambition that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey. The importance of providing a safe environment for both cyclists and pedestrians is reflected in the draft policy wording.

Draft Policy DM11 requires major development to promote and facilitate the use of public transport and demonstrate accessibility by public transport to the Urban Core and other key local facilities. Adopted Policy CS13 ensures that development minimises car trips, promotes and enhances public transport and that major development provides sustainable travel plans.

The comments you have raised are covered by Policy DM24(ii) which requires all developments to address any health impacts which would arise by demonstrating that it would not result in noise and vibration at levels which would have an adverse impact upon human health or quality of life.

The supporting text to Policy DM24 (Environmental Protection) states at para 6.10.3 that for sites to be suitable for development it is first necessary to take into account environmental issues, including noise. Which will be fully considered and addressed when development is proposed next to noise generating uses to reduce the adverse impact to the lowest observed adverse effect level, in accordance with the DEFRA Noise Policy for England. This would ensure that new noise sensitive development would not be adversely affected by near-by noise generating uses.

The supporting text to Policy DM23 (Residential Amenity) states at para 6.9.7 that some dwellings are in predominantly non-residential settings such as rural areas, higher density urban areas or in the upper floors of shopping or business areas. The operation of the policy will take account of residential amenity when proposals in the locality are being considered taking into account the local site context.
Comment From
WVG acting on behalf of Arena Racing Company Ltd, 21-24 Millbank, Westminster, London SW1P 4OP / Simon Chadwick

Summary of Comment:
More recognition should be given to non-B Class uses which support the economy. Policies should make specific reference to businesses/sectors that represent important local employment providers but that don’t fit within the traditional classifications.

relating to Specific Policy
a general comment
DM2 - Protection of Employment Sites

NCC response to this comment
The DAP seeks to ensure economic growth in order to generate jobs and prosperity. For the purposes of the DAP, employment sites are identified as B1 (a/b)/c, B2, & B8 uses, i.e. offices, light industrial, and warehousing/distribution. It is essential for the Council to allocate enough land to meet the requirements set out in the Core Strategy and Urban Core Plan. Retail uses are considered separately within the Core Strategy and Urban Core Plan and the DAP.

The employment policies within the DAP (DM1 & DM2) focus on protecting traditional employment land (B1 a/b/c, B2, & B8) and are flexible enough to ensure that where an alternative use is appropriate, and where it would not undermine the City’s supply of employment land, it can be considered on its merits. In preparing the DAP the Council has also proposed to deallocate a number of employment sites which were formerly allocated in the saved UDP policies. As such there will be additional space available for more varied employment generating uses.

The DAP does not seek to provide policies to exhaustively detail every kind of potential operation which may provide a degree of employment. Indeed it would not be appropriate or practical to set out specifically which of all potential use classes including Sui Generis, would be appropriate. Instead applications for such uses would be subject to the relevant policies in the Core Strategy and DAP.

Comments about Homes

Age Friendly City/Future Homes 100 c/o Colin Percy
Disappointed by the apparent lack of a positive and pro-active approach to the subjects covered. As an example the Core Strategy talked of Lifetime Neighbourhoods, but this gets the most fleeting of mentions in the DAP.

Support the allocation of open space sites for housing as long as the open space issues are fully addressed and the requirement for specialist housing is made.

Clear policies on specialist housing are needed which are enforceable.

Policy DM7 concern about the specialist accommodation requirement being subject to viability testing.

Policy DM8 Specialist accommodation should be integrated into general needs housing and the aspiration for Lifetime Neighbourhoods should be re-introduced.

in objection
DM5 - Housing Sites | DM6 - Accessible and Adaptable Housing | DM7 - Space Standards | DM8 - Specialist Residential Accommodation

The lifetime neighbourhoods referred to in the Core Strategy Policy CS11 is part of the adopted local plan and should be read alongside the DAP, albeit that ‘Lifetime Homes’ have been replaced by Government ‘Accessible and Adaptable’ standards. References to the Core Strategy text can be re-considered as part of the review of the supporting text for policies DMS-8.

The wording of DM6 accessible and adaptable has been drafted to allow for Government changes to the building regulation standards thus helping to ensure the longevity of the plan. The Council’s Fairer Housing unit have a programme of housing sites including affordable and specialist housing units considering local and citywide needs which supports many of the allocation sites.

DAP policies are subject to the NPPF and a requirement that any affordable housing or local standards requirements that may be applied to development would be subject to viability and should be assessed at the plan-making stage and kept under review.

Alison Whalley
I am very much opposed the further development in the so called Great North Park. It makes a travesty of your biodiversity strategy and will have a very negative effect on Havannah Nature Reserve. More generally the encroachment on Green belt land is not thinking about the future quality of life in Newcastle with all the implications for worsening air quality, traffic problems, destruction of the natural environment and overall contributing to the impact of global warming.

in objection
DM5 - Housing Sites | DM9 - Newcastle General Hospital Site

Cell D was previously allocated for housing in the Unitary Development Plan in 1998 as part of the Northern Development Area (now known as Newcastle Great Park) and is therefore not part of the Green Belt. The DAP allocates the site as a large housing site but is expected to be developed during the plan period. However Cell D does benefit from planning permission for an approved housing scheme.

Ashdale Land Property Company Ltd / Martyn Earle
Objects to policies DM1 and DM5 as they do not include land south of Rotary Way, North Bruntown, as an allocation for employment or housing, though the site has been assessed as suitable, available, and achievable for housing.

Objects to policies DM6 and DM7 on the basis they have not been wholly justified.

in objection
DM5 - Housing Sites, DM6 - Adaptable and Accessible Housing, DM7 - Space Standards

The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.

Banks Property Ltd / Justin Hancock
We note that the "additional allocations" include Cell D of Newcastle Great Park which is considered to yield 600 dwellings (Appendix S). In fact reserved matters permission has been granted for Cell D with a capacity of 492 units. This is now a "known commitment" and the total number of dwellings should be amended accordingly. We believe that the plan should acknowledge that not all sites are likely to come forward in the plan period. The trajectory at Appendix 6 is over optimistic in this regard.

a general comment
DM5 - Housing Sites

The capacity evidence for the recent planning permission at Cell D at Newcastle Great Park indicated 600 dwellings is considered achievable. The housing trajectory for the City contained in the Housing and Economic Land Availability Assessment is considered to be realistic and will be revisited and tested on an annual basis.
Support for the introduction of new sites which do not preclude or delay the delivery of those already planned. For the existing Brunton Quarry housing site (Policy NN4 Core Strategy and Urban Core Plan) the DAP appears to restrict rather than encourage development within proposed policies DM26 and DM28. Policy DM26 in its current form would conflict with the approximate delivery of 100 dwellings on a greenfield site.

DM6-PPG (ID 56-07) identifies the type of evidence required to introduce such a policy, including the likely future need; the size, location, type and quality of dwellings needed; the accessibility and adaptability of the existing stock; how the needs vary across different housing tenures; and the overall viability. PPG is also clear that local authorities can only adopt a policy to provide enhanced accessibility or adaptability by reference to requirement M4(2) and/or M4(3) of the optional requirements in the Building Regulations and should not impose any additional requirements. Until such evidence is appropriately demonstrated it is considered this policy unjustified and therefore unsound.

DM7 - The Council presents its justification for needing space standards in its September 2017 document titled ‘Addressing Housing Needs and Standards’. The report fails to identify a need, consider market indicators or provide appropriate analysis of how introducing space standards would impact the market in Newcastle. Until such evidence is demonstrated it is considered this policy unjustified and therefore unsound.

NCC response to this comment

The wording of DM6 accessible and adaptable housing has been drafted to allow for Government changes to the building regulation standards thus helping to ensure the longevity of the plan. Reference to the current government accessible and adaptable standard (M4(2)) is contained in the justifying narrative at paragraph 4.2.6. The supporting evidence is included in the Council’s evidence paper Housing Needs and Standards (October 2017) and Strategic Housing Market Assessment (September 2017).

The principle of providing adequate space inside new homes is already part of the adopted Core Strategy and Urban Core Plan (Policy CS11). The Council has prepared supporting evidence to justify the inclusion of the Government’s more recent national minimum space standard included in the Council’s evidence paper Housing Needs and Standards (October 2017) and Strategic Housing Market Assessment (September 2017), however, there is no specific requirement in NPPG for local authorities to analyse market indicators.

The designation of Strategic Green Infrastructure Corridors and Opportunity Areas does not prohibit development within these areas. The designations allow for delivery of green infrastructure to complement the network of corridors by providing wildlife movement and access for people. In opportunity areas green infrastructure can be created and enhanced. New development provides the opportunity to do this and incorporate these principles into the design of the development.
Bellway Homes / Phil Jones

Summary of Comment:

Policies DM6 and DM7 represent a threat to development viability and site deliverability which goes against the principles and key aims of the Core Strategy and Urban Core Plan. It is for this reason that our client, Bellway Homes, strongly objects to the implementation of Policies DM6 and DM7 in their current form. Further work is needed in considering how these policies will impact development viability at this time.

It is not clear whether Policy DM6 also refers to the optional standards (M4(3)) and it is suggested that (if the policy were carried forward) the wording of the policy be revised to directly refer to M4(2). This would provide certainty and avoid ambiguity at the application stage. Paragraph 173 of the NPPF establishes the importance of viability testing to ensure that development identified in the Plan should not be subject to obligations that render it uneconomic. We strongly recommend that the Council consider viability before applying a blanket policy to all sites within the Authority Area. The post-ambles to Policy DM6 refers to off-site contributions being sought to meet citywide targets, where on-site measures cannot be implemented. If such a policy is to be introduced then the contributions should be included in the viability appraisal (it is not clear that they have been) and the policy should clearly set out the intended associated costs.

DM7: NPPG sets out the evidence is assessing the need for space standards. Bellways comments that there is no overwhelming evidence that houses not complying with the optional standards are negative; generalised reference to national-level studies which seek to correlate internal space with health issues which is emotive and misleading; there is no evidence that smaller properties that don’t meet the standards in the second hand market are being abandoned in favour of alternatives; lack of evidence that there is dissatisfaction with internal space in the sales of 2 and 3 bedroom homes (generally those which would be most affected by the introduction of the optional standards). There is no evidence that the impact of the NDSS has been considered in relation to density, CIL Payments which will increase for 2 and 3 bedroom houses with no kickback in revenues, or costs.

Bellway therefore assert that both policies DM6 and DM7 contain such wording as follows: “Proposals which benefit from Planning Permission preceding the adoption of this document should be exempt from this requirement.”

Bellway Homes / Phil Jones

relating to Specific Policy

DM6 - Accessible and Adaptable Housing, DM7 - Space Standards

a general comment

The wording of DM6 accessible and adaptable has been drafted to allow for Government changes to the building regulation standards thus helping to ensure the longevity of the plan. The Council will be producing a Viability and Deliverability Update report for the next stage of the plan with further amplification of the justifying evidence for Policy DM6. Analysis of the comments raised through consultation on the justification of Policies DM6 and DM7 will be considered.

Ben A Macleod

Policy DM5: Self-build sites, good. Site 32 and 33, no objections here. Those spaces are eyesores. Policy DM5: 25% doesn’t go far enough. We will also be elderly one day. Policy DM7: Space Standards are not good enough, look at wall thickness and sound proofing, both internal and externally.

Policy DM5 referred to will be assessed for potential for development in the HELAA. The site assessment may result in a change to the relevant policy and/or supporting text.

BizSpace / Andrea Herrick

BizSpace is seeking to ensure that the emerging DAP includes a scope to deliver housing on urban brownfield sites, such as my client’s and it is right that Newcastle City Council should focus on the redevelopment of previously developed sites before considering Green Belt and greenfield locations. West 15 Business Centre represents a clear opportunity and a highly sustainable location to meet some of the housing requirements for Newcastle. It is capable of accommodating approximately up to 20 dwellings and/or has potential for a residential conversion potential. It should therefore be included as a specific housing allocation.

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Comments regarding housing allocation sites 32 and 33 noted. In relation to the proposed housing standards Policies DM6 and DM7 have been tested in relation to viability of schemes to ensure that development can still be delivered with additional policy requirements. DM6 requires 25% of schemes over the threshold size to provide accessible and adaptable measures to help meet local housing needs, however, it is important that the requirements are not too onerous so that the city will be able to meet the quantity of housing also required. The space standards are nationally prescribed for local authorities to apply where evidence can justify implementation.

BizSpace / Andrea Herrick

a general comment

DM5 - Housing Sites

The points you have raised require further consideration and will inform the Submission Draft Plan. The site referred to will be assessed for potential for development in the HELAA. The site assessment may result in a change to the relevant policy and/or supporting text.
Summary of Comment:

I understand consultation on the plan ended on 20 November 2017, however as BCT have a formal legal connection with these certain sites I would be grateful for these City Council stock transfer obligations to be reflected in the consultation process. BCT have a clear legal and financial interest tied up in the land development sites and an agreement with NCC and our tenants to take them forward for housing development. It is in this vain that BCT object to the reclassification of the St Lawrence Square site and Byker South site being designated as “open space”.

Both of these sites have previously been identified for social housing. St Lawrence Square had social housing built on the site, with plans for new housing considered as part of the Byker Design Competition. New build on Byker South site commenced as part of the last phase of the Byker Estate development, prior to the contractor going into receivership and housing foundations still remain in the ground. In March 2016, the Fairer Housing Unit prepared and produced a report for BCT Board, summarising recent analysis and previous surveys of unused site appraisals to provide Board with information and options for these sites which included opportunities for new build.

Both St Lawrence and Byker South sites were integral to the Byker Stock transfer agreement and a key part of BCTs Business Plan going forward. Their reclassification would renege on a stock transfer promise made by NCC during the formal tenant ballot and servery impair BCTs future financial forecast position.BCTs

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<tr>
<th>Comment From</th>
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<tbody>
<tr>
<td>D. Muxworthy</td>
<td>Concerned about the loss of green belt.</td>
<td>in objection</td>
<td>The Core Strategy and Urban Core Plan, (part 1 of our local plan) was adopted in 2015. The boundary of the Green Belt in Newcastle was established in this plan.</td>
</tr>
<tr>
<td>Edward Craig</td>
<td>Has any proposal been forwarded as to what will happen to the General hospital site</td>
<td>a general comment</td>
<td>Policy DM9 - Newcastle General Hospital Site is allocated for mixed use development, including Business Use, Residential Institutions, Dwellinghouses and non-residential institutions. The policy requires the site to be masterplanned to demonstrate a comprehensive and co-ordinated approach to development. The masterplanning of the site will provide the opportunity to realise the full potential and wide range of benefits from the development of the site. The Council are in regular contact with the Newcastle Hospitals NHS Foundation. A proposal for a supermarket on the site was submitted some years ago, however, the proposal was refused planning permission after the developer did not sign the associated planning agreement.</td>
</tr>
<tr>
<td>Elders Council of Newcastle, Biomedical Research Building, Campus for Ageing and Vitality / Elders Council Working Group - 10 people on older person friendly city c/o Vera Bolton</td>
<td>Important that new housing built to lifetime homes standards and that specialist housing is sites within a neighbourhood - not fenced off. Its essential to have mixed communities but keeping a balance between transient and permanent residents e.g. between student accommodation and family housing in certain neighbourhoods. Re DMS - Newcastle General Hospital site - Important to retain potential for demonstrator facilities e.g. older person friendly supermarket and/or model home.</td>
<td>in support</td>
<td>The Core Strategy and Urban Core Plan CS11 promotes lifetime neighbourhoods with a good range and choice of accommodation to meet varied needs. Policy DM6 requires development of 11 or more dwellings to build 25% of new homes as adaptable and accessible to meet the needs of residents over a lifetime. The new terminology reflects the Government’s replacement of ‘lifetime homes’ standards with accessible and adaptable homes. Policy DM9 allows for demonstrator homes and facilities in compliance with the identified mixed uses.</td>
</tr>
<tr>
<td>Environment Agency / Lucy Mo</td>
<td>Three of the DAP sites are located on historic landfill sites, developers may be required to carry out a comprehensive risk assessment and the Environment Health and Building Control departments should seek to ensure that any threats from landfill gas have been adequately addressed. DAP site 10 is in a flood zone and will require a flood risk assessment.</td>
<td>a general comment</td>
<td>The comments are noted in regard to potential need for risk assessments on former land fill on DAP sites 8,10,20. Site 30, Land to the south west corner of (Cell C), Newcastle Great Park was granted planning permission reference 2016/0988/01/DET this is available to view on the Councils online planning portal. The planning application was supported by a flood risk assessment, the EA were consulted and provided comments.</td>
</tr>
<tr>
<td>G W Falcon</td>
<td>The Newcastle General Hospital site should be used for housing and possibly a medical facility.</td>
<td>a general comment</td>
<td>The draft DAP proposes allocation of the site for mixed use, including business uses (B1), residential institutions (C2), dwellinghouses (C3) and non residential institutions (D1). The Council considers that the site is suitable for mixed use.</td>
</tr>
<tr>
<td>Gillian Brown</td>
<td>Objects to the allocation of the Hallow Drive housing sites as it should be retained for children’s play. It is also concerned that homes for the elderly and affordable homes were not part of the permitted development scheme at Throckley North Core Strategy and Urban Core Plan allocation site.</td>
<td>in objection</td>
<td>The allocation of Hallow Drive follows a detailed open space assessment and housing evidence. The Council’s target for new homes over the plan period 2010-30, is 19,000 new homes are required to be distributed across the city to help meet housing need. As part of the assessment of sites coming forward for development in the plan there is a mix of brownfield and greenfield sites in order to meet the city’s needs for housing, However, brownfield sites have been prioritised where possible.</td>
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DM5 - Housing Sites |
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<tr>
<td>Gladman Developments Ltd c/o John Fleming</td>
<td>Additional housing sites, with greater range in size and location, should be allocated to ensure that the minimum required level of housing can be delivered. The Council should demonstrate robust evidence on viability to support policy DM6. Policy DM7 should be clearly evidenced and subject to viability considerations. Local plans should be flexible to respond to changes over the plan period. The Core Strategy and Urban Core Plan housing requirement should be taken as a minimum and the plan should identify sufficient land to exceed this and maintain a rolling five year housing land supply.</td>
<td>a general comment</td>
<td>The DAP housing allocations set out in policy DM5 are intended to facilitate delivery of Newcastle’s Core Strategy and Urban Core Plan housing requirements. The allocated sites have been assessed and are considered suitable to help meet this goal and so have been allocated to safeguard them for housing development. Allocating all suitable sites could constrain development by implementing highly prescriptive policy. This allows greater flexibility of use of land in the city as a whole. The sites allocated cover a range of areas within the city, reflecting the need for a variety of development throughout Newcastle’s housing market. Policies DM6 and DM7 have been included in the DAP following robust assessments of the relevant evidence in line with PPG, including assessments of viability. These can be found under the ‘Addressing Housing Needs and Standards’ paper, and the ‘Strategic Housing Market Assessment’ in the DAP evidence base.</td>
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<tr>
<td>Highways England / Paul Dixon</td>
<td>With regards to proposed housing sites, predominantly, the developments have already been assessed in terms of implications upon the Strategic Road Network, as part of the wider selection of sites. It is considered that the residential provisions represent an immaterial change to those considered prior to and at the Examination in Public of the adopted Core Strategy and Urban Core Plan. Any sites identified for housing must demonstrate that any development will not adversely impact upon the capacity, operation and safety of the Strategic Road Network.</td>
<td>DM5 - Housing Sites, Policy DM9 –Newcastle General Hospital Site</td>
<td>Comments on Residential and mixed use allocations noted. Transport Assessments and Statements will be required at the planning applications stage in accordance with the Council’s procedures.</td>
</tr>
<tr>
<td>Historic England, Bessie Surtees House, 41-44 Sandhill, Newcastle upon Tyne / Barbara Hooper</td>
<td>Historic England raises a number of concerns about protection of heritage assets through proposed DAP policies.</td>
<td>a general comment</td>
<td>The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text. The impact on heritage assets is considered in the Employment Land Review site assessment and HELAA site assessment. Heritage assets are identified as constraints. In terms of archaeology further supporting text will be considered on Hadrian’s Wall’s Outstanding Universal Value and the buffer zone of the WHS and protection for Hadrian’s Wall.</td>
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<tr>
<td>Home Builders Federation / Joanne Harding</td>
<td>The HBF requests that all sites in the plan are deliverable over the plan period and are supported by parties responsible for delivery. HBF requests that the plan provide for a 20% buffer of housing sites over and above the housing requirement. DM7 - Adding M 4(2)/ M4(3) to the policy would provide greater clarity. HBF recommend that the addition of a viability clause with the policy as the supporting evidence does not show that this is viable under the whole authority. The Council should be mindful that it is unrealistic to negotiate every site as this will jeopardise future housing delivery. DM7 - HBF recommends that evidence is available to support the space standards policy in line with the PPG. It should include market indicators such as quality of life impacts or reduced sales in areas where the standards are not currently being met. The viability requirements of the policy should be within a Viability and Deliverability Update.</td>
<td>DM5 - Housing Sites, DM9 - Newcastle General Hospital Site</td>
<td>The DAP site allocations are supported by a Housing and Economic Land Availability Assessment. The supply of both deliverable and developable sites in compliance with NPPF. To only allocate sites that are deliverable in the next 5 years would not meet the city’s needs over the plan period to 2030. The City Council’s 5 year housing land supply incorporates a 20% buffer due to persistent under delivery in previous years, however this requirement does not apply to allocation of sites. Further consideration will be given to the housing trajectory before the next stage of the plan is published. The wording of DM6 accessible and adaptable has been drafted to allow for Government changes to the building regulation standards thus helping to ensure the longevity of the plan. The Council will be producing a Viability and Deliverability Update report for the next stage of the plan with further amplification of the justifying evidence for Policy DM6. The principle of providing adequate space inside new homes is already part of the adopted Core Strategy and Urban Core Plan ( Policy CS11). The Council has prepared supporting evidence to justify the inclusion of the Government’s more recent national minimum space standard, however, there is no specific requirement in NPPG for local authorities to analyse past delivery of new homes in excess of 2 years, or market indicators such as quality of life impacts.</td>
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<td>Home Group / Phil Jones</td>
<td>DMS - Home Group supports the housing allocation site at Roundhill Avenue, Blakelaw (Site Number 19). Home Group is keen to bring other sites either in its own right, or through joint venture arrangements with other developer partners. It is therefore important that all the sites contained within the Plan are deliverable over the Plan period. If supply is falling short of the requirement, it is essential to identify additional new sites. Additional sites should be allocated to ensure that the Plan can address any shortcomings.</td>
<td>a general comment DMS: Housing Sites, DM6: Accessible and Adaptable Housing, DM7: Space Standards, DM8: Specialist Residential Accommodation</td>
<td>DMS- comments of support noted. DMS6 and DM7: Analysis of the comments raised through consultation on the justification of Policies DM6 and DM7 will be considered further including a Viability and Deliverability Report update.</td>
</tr>
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<td>DM5 - Home Group supports the housing allocation site at Roundhill Avenue, Blakelaw (Site Number 19). Home Group is keen to bring other sites either in its own right, or through joint venture arrangements with other developer partners. It is therefore important that all the sites contained within the Plan are deliverable over the Plan period. If supply is falling short of the requirement, it is essential to identify additional new sites. Additional sites should be allocated to ensure that the Plan can address any shortcomings.</td>
<td>DMS6 - HG is supportive of providing homes for older and disabled persons in order to meet the continuous needs and requirements in changing circumstances. However, we do have some concerns about scheme viability, particularly for less desirable market areas in the city. With cumulative S106, CIL costs this raises concerns regarding the ability of delivery, both of market and affordable housing as a result. The Policy should be clear that the implementation of this Policy should be subject to viability. It is vital that the Council has the evidence to introduce such a policy.</td>
<td>DM7 - Home Group is passionate about good design, but considers it premature of the Council to introduce proposals for such a policy, as the Government stance on the national space standards is unclear. The evidence should consider the impact across different housing market character areas and differing tenures. For example whilst the adoption of the internal space standard may prove acceptable for the higher market areas, it may seriously harm regeneration initiatives in other areas. The evidence and policy should also take account of whether the space standards should be applied across all forms of residential development (new build, extension or conversion) and tenure. A blanket introduction of space standards may actually reduce choice. This is because many developers have entry level three and four bed properties, some of which may not currently meet the space standard. These types of properties provide a valuable product for those with a need for a certain number of bedrooms but who are unable to afford larger three and four bed properties. The consequent increase in costs and reduction in variety could have a detrimental effect upon affordability and delivery, particularly in more marginal areas. density. Whilst the impact may be minimal on some sites, those in areas of higher density or apartment schemes are likely to suffer. On the basis of the above, the Council should ensure that the appropriate evidence is available to support this policy in line with that set out in the PPG.</td>
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<td>James Porter</td>
<td>What is happening with the General Hospital Site - half the building appears to be empty and in a rundown disused condition the other half of the site is one giant carpark. Who owns the site could it not be developed for other uses - How about an out of town parking site?</td>
<td>a general comment DMS9 - Newcastle General Hospital Site</td>
<td>DMS9 - Newcastle General Hospital Site is allocated for mixed use development, including Business Use, Residential Institutions, Dwellinghouses and non-residential institutions. The policy requires the site to be masterplanned to demonstrate a comprehensive and co-ordinated approach to development. The masterplanning of the site will provide the opportunity to realise the full potential and wide range of benefits from the development of the site. The council is in regular contact with the Newcastle Hospitals NHS Foundation.</td>
</tr>
<tr>
<td>Janet Longbottom</td>
<td>The General Hospital should not be used for inappropriate or purposes which will exacerbate issues relating to antisocial behaviour in the area. A car park would also not be well received. The use to which the site is put should be related to the existing uses on site.</td>
<td>in support DMS9 - Newcastle General Hospital Site</td>
<td>Policy DM9 of the Draft DAP requires a mix of uses on the site including Class B1 which includes research and development uses and Class C2 care uses. It is not proposed that the site be used for public car parking or park and ride. The DAP proposes that the site should be developed to integrate with the existing uses on site through a site masterplan to demonstrate a comprehensive and co-ordinated approach to development and to manage travel demand. The policies set out in the DAP seek to ensure an appropriate range, mix and quality of housing opportunities for residents. The exact nature and form of any development would be determined by proposals put forward by the party who eventually propose to develop the site. Any application would be determined in accordance with the relevant Core Strategy and DAP policies as part of the planning application process.</td>
</tr>
</tbody>
</table>
Comments on the precedent of allocating open space for housing, how this is assessed and the balance between market and affordable housing.

Most of the housing allocations are small and within or adjacent to the existing urban fabric. This is welcomed, however, it would be relevant to show how movement by public transport and bicycles from these allocated sites is or can be made easy, safe and possible.

Newcastle Great Park and Scotswood Development Area housing allocations should be supported by up to date masterplans in order to ensure they are developed as truly progressive urban quarters and good quality places.

Policy DM5 should stipulate the type, tenure and size of the housing allocation sites to meet the needs of the residents taking into account household size and income.

Comments on new housing developments need to have good transport links which are connected to the present road systems. New development should also provide real affordable housing.

Land at Heaton Goods Yard is a sustainable and deliverable site (suitable, available and achievable) for residential development within the immediate short term. Network Rail respectfully requests that the Council reconsider their position, securing an allocation for residential development in the DAP.

Concerned about housing development on greenfield sites, traffic and public transport.

All new housing schemes should not include estate management charges.

The allocation of DM5 Sites 32 and 33 are 2 sites (140 indicative open market dwellings) will provide for local and the city’s needs for community cluster bungalows, supported living bungalows, level access shared ownership and affordable rent and rent to buy homes. The additional provision of private homes will help to ensure the funding of affordable homes and improvements to the open space set out in the open space assessments. Overall the city is planning for a total requirement of 19,000 gross new homes and an allocation of over 3,000 homes in the DAP. The allocation of sites 32 and 33 are proposed for allocation on open space by exception to help deliver specialist and affordable housing with the delivery mechanisms in place to deliver the higher requirement for affordable homes.

Housing allocations at DM5 are all accessible by vehicle and bicycle and access to public transport was assessed as part of the overall assessment of suitable housing sites. For the next stage of the plan, it is intended to prepare site based development principles for each site which address accessibility matters.

Larger scale strategic sites are typically masterplanned as good practice in development and infrastructure integration and comprehensive planning (Policy CS3). Policy NN4 of the Core Strategy and Urban Core Plan indicates new development proposals will be required to take a comprehensive approach to masterplanning of Newcastle Great Park and masterplans have been submitted with recent planning applications. The phased developments at Scotswood Development are all subject to the masterplanned approach of the area.

For the housing type and tenure of new homes, please refer to the Core Strategy and Urban Core Plan Policy CS11 and draft DAP policy DM6. The site capacity data is included in the Housing and Economic Land Availability Assessment plan evidence.

Policy CS11 of the Gateshead and Newcastle Core Strategy and Urban Core Plan requires 15% of new housing schemes to be built as affordable homes.

Newcastle is committed to promoting sustainable travel choices through existing and proposed planning policies which include increasing walking and cycling. This is also in line with the DfT’s Cycling and Walking Investment Strategy which sets out the ambition that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey. The importance of providing a safe environment for both cyclists and pedestrians is reflected in the draft policy wording. The most appropriate form of walking and cycling provision will be determined by taking into account factors such as the volume and speed of traffic, pedestrian flows, costs, funding, physical constraints, current design standards and best practice.

The site was subject to a request for allocation as mixed use, but was neither considered of significant scale, or determined by taking into account factors such as the volume and speed of traffic, pedestrian flows, costs, funding, physical constraints, current design standards and best practice.

The scale of housing growth was approved in the Core Strategy and Urban Core Plan (CSUCP) part 1 of the Local Plan. The DAP proposes allocation of smaller housing sites, predominantly on brownfield land.

Draft DAP Policy DM11 requires major development to promote and facilitate the use of public transport and demonstrate accessibility by public transport to the Urban Core and other key local facilities. Within the Core Strategy and Urban Core Plan the adopted Policy CS13 ensures that development minimises car trips, promotes and enhances public transport and that major development provides sustainable travel plans.

The Council are aware of these issues and are working with developers to try to address these where they can. Unfortunately this is often beyond the controls of the Local Planning Authority and is outwith the remit of the draft DAP.
Most of the housing allocations are small and within or adjacent to the existing urban fabric. This is welcomed however, it would be relevant to show how movement by public transport and bicycles from these allocated sites is or can be made safe, easy and possible.

Newcastle Great Park and Scottwood Development Area housing allocations should be supported by up to date masterplans in order to ensure they are developed as truly progressive urban quarters and good quality places.

Policy DM5 should stipulate the type, tenure and size of the housing allocation sites to meet the needs of the residents taking into account household size and income.

NCC response to this comment

Housing allocations at DM5 are all accessible by vehicle and bicycle and access to public transport was assessed as part of the overall assessment of suitable housing sites. It is intended that at the next stage of plan preparation to include site based development principles for each site which address accessibility matters.

Larger scale strategic sites are typically masterplanned as good practice in development and infrastructure integration and comprehensive planning (Policy CS3). Policy NN4 of the Core Strategy and Urban Core Plan requires new development proposals to take a comprehensive approach to masterplanning of Newcastle Great Park and masterplans have been submitted with recent planning applications. The phased developments at Scottwood Development are all subject to the masterplanned approach of the area.

For the housing type and tenure of new homes, please refer to the Core Strategy and Urban Core Plan Policy CS11 and draft DAP policy DM6. The site capacity data is included in the Housing and Economic Land Availability Assessment plan evidence.

**Newcastle Disability Forum**

The Consortium supports the need for policies in the plan to provide greater certainty to the housing market. It is welcomed that the policies acknowledge the correct capacity for Cell D and Cell A but there are still a range of errors in the updated appendix. The Consortium are concerned that NCC has not taken this opportunity to allocate sites adjacent or part of the Town Centre for residential development and this needs to be considered further in conjunction with policy DM3. As previously stated in relation to policy DM3, the Consortium are concerned about the extent of the allocation and the restriction it imposes on the delivery of a mixed use community. The Consortium currently objects to policy DM5 as sites available and deliverable on NGP have not been appropriately considered or allocated and the evidence base used to consider sites is not robust.

The Consortium object to Policies DM6 and DM7 on the basis that there is no sound evidence base to justify the need for the policies and there is a lack of any assessment to consider the impact of the policy in terms of viability or delivery. Please refer to the Taylor Wimpey and Persimmon Homes housebuilder representations on these matters.

**Newcastle Great Park Consortium / David Abercrombie**

The Council commissioned evidence to assist in the identification of housing need in the city to 2030 in order to inform the Development and Allocations Plan. This evidence is called the Strategic Housing Market Assessment (SHMA, September 2017) and contained within it is an indication of the proportions of new homes that would need to be planned to meet local need. Further local evidence on viability of development schemes provided the justification of 25% of new homes (over 11 dwellings) to be built to accessible and adaptable standard.

Planning permission reference, numbering and respective boundaries will be checked in the next publication of the HELAA.

The comments you have raised regarding DM3 require further consideration and may inform the Submission Draft Plan.

In relation to policies DM6 and 7 - The supporting evidence justifying Policy DM6 is included in the Council’s evidence paper Housing Needs and Standards (October 2017) and Strategic Housing Market Assessment (September 2017). Consultation on the preparation of the SHMA was extended to the housebuilding industry on 5 July 2017 with opportunities for stakeholders to question the housing needs evidence. The Council’s Housing Needs and Standards paper includes the results of strategic viability testing based on new Calculate-In-Levels cost testing of the impact of Policy DM6 and 7. This assessment built on the viability assumptions that were thoroughly tested at CIL examination in 2016 with updated costs and values. Thus the viability appraisals have been built upon significant discussions and external examination. The discrete consultation in October 2017 on a viability questionnaire thus repeats previous consultation with the industry to consider any changes to circumstances /assumptions. Analysis of the comments raised through consultation on the justification of Policies DM6 and DM7 will be considered including a more detailed report on viability impacts.

In relation to the Government’s housing white paper, a review of the national space standards has yet to be progressed by the Government and guidance contained in NPPG is the relevant guidance for compliance in local plan making. If there is any change to NPPG then the Council will take this into account in the plan making process.

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**Newcastle Green Party / Alistair Ford**

Object to the wording of policy DM5 on the basis that it does not do enough to encourage sustainable transport and minimise urban sprawl. Object to the wording of policy DM7 and suggest alternative standards be used.

The points you raise regarding environmental and sustainability considerations relating to Policy DM5 are covered in other policies. Individual policies need to be read in conjunction with wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan) policies.

The matters you raise on this issue are addressed in Policies DM10 and DM11, which require the provision of walking and cycling infrastructure in development, and promotion of public transport in major development. Furthermore, Policies DM29 protect existing and require new open space as part of residential development, and Policy DM34 requires development to assess potential adverse effect on air quality and include an appropriate scheme of mitigation.

Planning practice guidance states that ‘Where a local planning authority (or qualifying body) wishes to require an internal space standard, they should only do so by reference in their Local Plan to the nationally described space standard.’ The Council has assessed the need for space standards in Newcastle, and based on this proposes to adopt the NDD5 through the DAP. Policy DM6 requires 25% of housing to be built to a higher standard of accessibility than is required by Building Regulations, which will increase the range of housing available to older and disabled people in the city.
The NHFT considers the former Walkergate Hospital site on Benfield Road is now available for development and should be expressly allocated in the DAP for residential development. The site performs well in terms of sustainability criteria. It is within 500m of the Local Centre and public transport distributor route connecting to Newcastle City Centre, and is adjacent to a GP Surgery and opposite a High School.

In addition the former Sanderson Hospital site in Gosforth is also now available and should be allocated for residential development or residential care use. The site is a sustainable location.

The NHFT have the following comments on the proposed mixed use allocation at Newcastle General Hospital site or Centre for Aging and Vitality on Westgate Road:

- The mixed uses and flexibility of Policy DM9 is generally considered appropriate and is broadly supported. However, the Trust objects to this prescriptive approach to employment requirements of 22.2 ha. To be developed on the General Hospital Site (DM1). A transport assessment for the DAP will form part of the evidence base for the Submission Draft Plan.

- Paragraph 4.5.5 states that the master plan for the site would have to present phases of development. This is understood and appreciated, but the Trust is concerned that, there should be no requirement for one phase to follow another, where the failure of one phase could hold up the development of the rest of the site.

- In relation to conservation of heritage assets, Draft policy DM9 does not contain flexibility of approach to local listed buildings in compliance with NPPF or draft policy DM15 of the DAP.

Draft policy DM1 should not assume certainty over such specific commercial matters, and should be worded in a flexible way as it relates to the General Hospital site. No minimum allocation should be stipulated as, should the University not realise possible future plans to expand on the site, B1 use would be inappropriate in planning terms and is likely to lie empty in market terms.

Newcastle International Airport Woolsington
Newcastle upon Tyne NE13 8BZ / James Cowen

The airport supports housing and economic growth provided that there is no adverse impact on Newcastle International Airport and in particular the A696/A1 (Kenton Bar) junction and the wider strategic road network serving the Airport. The Airport considers there needs to be further transport testing of development incorporating Airport traffic growth and impact of existing highway and housing permissions and committed/ planned new homes outside of the City Council area. The Airport would not support the DAP additional allocations, unless further testing demonstrates that the road network can support it or there is a deliverable mitigation plan.

The level of development identified considered sufficient to meet the Council’s identified needs in accordance with the Core Strategy and Urban Plan. The draft DAP seeks to allocate additional sites to support delivery of the Core Strategy and Urban Core Plan.

All development proposals must have regard to proposals relating to transport/road infrastructure and contribute to appropriate mitigation if necessary. Policies in both the Core Strategy and Urban Core Plan and draft DAP seek to ensure these issues are addressed.

A Transport Assessment for the DAP will form part of the evidence base for the Submission Draft Plan.

The location of a standard instrument departure route to the west of Throckley Village is noted. The impact of development on the site form aviation safety and noise will be a material consideration in the assessment of any future planning application. However these factors would not prevent the site coming forward for housing.
Richard Swann
Newcastle University

Newcastle University is committed to improving the operational efficiency of its land and buildings. Following the proposed enhancements to Cochrane Park sports grounds located on the site at Red Hall Drive may become surplus to operational requirements. As such the university wish to protect the potential future development options for the site. The Red Hall Drive site is approximately 4.2ha and currently consists of a large proportion of open space, which incorporates three grass playing pitches of poor quality. It is considered that the existing playing pitches at Red Hall Drive may not be retained in the medium to long term. The University would therefore wish the land to be included within the list of sites being suitable for consideration by Newcastle City Council for future residential development.

It is considered that the Newcastle University’s site at Red Hall Drive could contribute to the City’s 5 year housing land supply and assist in the boosting of the supply of housing within Newcastle. As the SHOLS is a minimum target, not a maximum and we propose that the site should be allocated for residential development and contribute to the supply of housing within the 1-5 and 6-10-year period. Whilst the housing trajectory shows that the Council believes that they will be meeting over and above their CSUACP housing targets, the HELAA provides the framework to ensure that the Council meets the minimum requirements and is therefore not a maximum target. Additionally, as the Council has a significant undersupply, particularly from 2010/11 and 2012/13, all opportunities to rectify this shortfall within the 5-year period should be considered.

NU have submitted a planning applications for land at Cochrane Park. The University is committed to reviewing its sporting facilities and as such has submitted a planning application for the enhancement of its sporting facilities at Cochrane Park, adjacent to the Red Hall Drive site. The relocation of the playing pitches at Red Hall Drive will consolidate the sports facilities at Cochrane Park and will provide improved facilities that will continue to be available for community use. There is currently a surplus of football and rugby pitches within the site area and therefore the consolidation of the playing pitches for rugby and football will not result in a detriment to existing provision. The application seeks to significantly improve the sporting offer at the site which will include the provision of three floodlit artificial turf pitches available for uses which include rugby, football and lacrosse. Additionally, the application includes an extension to the existing pavilion, which will comprise new changing facilities to cater for the increased sporting use on the site as well as internal alterations, new car parking and new access.

It is considered that there is currently adequate supply of open space within the Dene Ward area, and the development of Red Hall Drive for residential use, when balanced against boosting significantly the supply of housing, would not result in a detrimental impact to the amount or quality of open space available within the local area.

Initial transport assessment and ecological appraisals have been submitted with the response. The transport report states that operational assessments would be required to assess the transport related impacts of the proposed development on the local highway network this could include the junctions at Etherstone Avenue/Red Hall Drive and potentially the Red Hall Drive/A1058 Coast Road/Benfield Road signal controlled junction in addition to the site access. On this basis of the preliminary ecology report further survey work is recommended to be undertaken to determine the full ecological potential of the site. Bat, bird species require further work and trees within the site are considered to be of value. An initial drainage assessment has been undertaken to determine if there are any potential drainage or flooding issues which may impact the development of the site for residential use. The report states that the Environment Agency’s (EA) flood map for planning indicates that the site lies within Flood Zone 1 and recommends potential sustainable urban drainage solutions to be incorporated into a scheme.

Newcastle University proposes to relocate the existing sports facilities on Red Hall Drive to another site and requests land to East of Red Hall Drive is considered for an allocation for residential development.

The comments you have raised require further consideration and will inform the Submission Draft Plan. There are a number of site specific issues that need addressing in a site assessment and will determine whether there is potential for future development. Consideration of the issues raised may result in a change to the relevant policy and/or supporting text.

Newcastle University
Newcastle upon Tyne
NE1 7RU
Richard Swann (Agent)

The Plan for Playing Pitches referred to in your submission does not appear to be the latest version of this document. The Council has an up to date Plan for Playing Pitches which was adopted in October 2015.
Newcastle Vision Support / Angus Huntley

Newcastle Vision Support welcomes the inclusion of this policy of providing new homes which are both accessible and adaptable. We think it’s particularly important that the city council requires that new homes built in the private and social sectors are required to be built in such a way as to provide accessible features for people with disabilities, this would be of great benefit to our service users who are visually impaired and often have other disabilities or difficulties in moving around. The fact that these new houses are required to be flexible and adaptable will also be of great benefit as they can be adapted to meet peoples changing needs and circumstances.

a general comment
DM6 - Accessible and Adaptable Housing

Norma Urquhart

It is considered that the DAP should facilitate the development of new homes in existing gardens and in the Green Belt to help meet the Government’s drive to build more homes.

a general comment
DM5 - Housing Sites

North East Combined Authority (NECA) / N/A

Proposed housing sites are generally of a scale and location that can be accessed via the existing public transport network. Developer contributions are anticipated at Cell D Great Park and Scotswood to maximise public transport use from the outset. Nexus intends to continue to recommend use of the maximum walk distances set out in the Planning Liaison Policy.

a general comment
DM5 - Housing Sites, DM7 - Newcastle General Hospital Site

Northumbrian Water Limited (NWL) / Kate McGill

Support the proposed allocation of the Throckley Water Treatment Works site and state that the site is likely to come forward within the next five years. Support that the viability exception for Policy DMS should be included within the policy text itself instead of in the supporting text.

a general comment
DM5 - Housing Sites, DM7 - Space Standards

Ouseburn Trust / Ouseburn Trust - consulted 41 members c/o Chris Barnard, Ouseburn Trust

Supports a mixed use economy in the Ouseburn Valley.

in support
DM5 - Housing Sites

Persimmon Homes

2 Esh Plaza
Newcastle Great Park
NE139BA / Richard Holland

DM6 and 7- objects on the grounds that insufficient evidence has been presented to justify or consider the policy. Viability must be fully assessed and only then, could a much lower percentage be considered.

Policies DM6 and 7 have not been subject to prior consultation or discussion with the development industry as part of the preparation of the Local Plan nor has this been subject to suitable viability testing.

DM6 accessible and adaptable standards the 60% threshold in the Strategic Housing Market Assessment (September 2017) is considered crude. The Council should consider the ability of brownfield sites in the Low to Mid values areas and council owned sites to deliver against this policy.

in objection
DM6 - Accessible and Adaptable Housing | DM7 - Space Standards

The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.

The points you raise regarding a proposed sustainable community at Newburn Riverside are covered in other policies. Individual policies need to be read in conjunction with wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan) policies. The matters you raise on this issue are addressed in Policies DM10 and DM11, which require the provision of walking and cycling infrastructure in development, and promotion of public transport in major development.

Policy DM25 requires development to manage and reduce flood risk, in part by promoting Sustainable Drainage Systems and by maximizing areas of soft landscaping and permeable surfaces to reduce runoff.

Policy DM34 does not preclude residents to use this service, it requires suitable storage for garden waste for collection or composting. With regards to trees, the approach to standards will be reviewed as part of the Council’s updated Tree Strategy.
Phyll Buchanan

Please don’t offer any more new homes as leasehold.

New roads should be adopted by the Council rather than managed by private companies.

a general comment

N/A

Robert Mee

Byker needs more new homes provision for all types of occupants to help address community, social, neighbourhood, economic and sustainability matters. Byker is an ideal location where people, existing and new residents, will want to live. There are pockets of land within existing neighbourhoods suitable for residential development that are not listed within this Draft Plan and requests that allocated employment land be re-developed for employment use.

a general comment

DMS - Housing Sites | DM6 - Accessible and Adaptable Housing | DM7 - Space Standards | DM8 - Specialist Residential Accommodation

Sarah Brachtvogel

No leasehold developments should be permitted. Creation of Bike lanes should be part of every new estate green space should be a requirement and more parking

a general comment

DMS - Housing Sites | DM7 - Space Standards

Save Newcastle Wildlife C/o Rachel Locke

Comments on the detrimental impact of the allocation of Hartburn Walk and Thornley Road for residential development. These sites should be removed for residential development from the Plan.

a general comment

DMS - Housing Sites

Space for Gosforth C/o Rupert Weare

Confirmation is sought that policy DMS will provide affordable housing, and that the DAP will prevent developers from avoiding affordable housing requirements. Concerned about potential future use of open space for housing development. Considers that this plan should do more to encourage mixed use development and alternative modes of transport. Request a policy to guide density of development based on proximity to local retail, transport, and employment hubs.

a general comment

DMS Housing Sites, DM6 Accessible and Adaptable Housing, DM7 Spacing Standards, DM8 Specialist Accommodation DM9 Newcastle General Hospital Site

The Council are aware of the issue with leaseholds and are working with developers to try to address this where they can. Unfortunately this is often beyond the controls of the Local Planning Authority and is outwith the remit of the DAP.

Design and Construction of Roads and Accesses to Adoptable Standards Developer Guidance, October 2015 (https://www.newcastle.gov.uk/sites/default/files/wwfileroot/planning-and-buildings/transportation-developments/developer-guidance/main_document_-_october_2015) provides guidance to developers and their agents on providing new highway that is required to be adopted and subsequently maintained by Newcastle City Council. To enable new highways to be adopted by the Council they must meet the design requirements set out in the guidance and the developer must also be willing to enter into an agreement with the Council NCC, in accordance with Section 38 of the Highways Act 1980 (S38).

The Council is required to identify sites to meet the city’s housing needs. The allocation of sites in the DAP alongside the Core Strategy and Urban Core Plan will meet those needs, with consideration given to the Council’s evidence of suitable, available and achievable sites in the Housing and Economic Availability Assessment and the geographic spread of allocated housing sites in the DAP. This does not necessarily mean that existing housing stock would not benefit from investment in the future however.

Another requirement for the Council is to balance the need for additional employment sites to meet the City’s needs with residential development.

Newcastle is committed to promoting sustainable travel choices through existing and proposed planning policies. The Draft DAP states that development must be designed to encourage walking and cycling and will be required to provide safe, convenient, attractive and continuous pedestrian and cycle links to key local facilities and services. This is supported by the adopted Policy CS13 Transport which states that sustainable travel choices will be promoted by ensuring development provides for direct, safe, secure and continuous pedestrian and cycling links.

Parking policy DM12 requires developments to provide parking to meet their operational needs.

The Strategic Housing Market Assessment, which forms part of the evidence base supporting the DAP, found the objectively assessed need for housing in Newcastle to be 16,924, 2015-30. Policy CS10 of the Core Strategy sets out a trajectory for delivering sufficient homes to meet the housing needs of the city. As a result, the DAP will allocate 33 sites to facilitate delivery of sufficient housing to meet the needs of Newcastle’s population.

Another requirement for the Council is to balance the need for additional employment sites to meet the City’s needs with residential development.

The housing allocations at Hartburn Walk and Thornley Road follow detailed open space assessments which conclude that these sites can only come forward for residential development subject to the appropriate re-provision of open space. The amount and type of alternative open space will be determined through the planning application process.

The location of the site within the Wildlife Enhancement Corridor does not preclude development from coming forward on the site, subject to a grant of planning permission. However, development which would have an adverse affect on the biodiversity value or connectivity and function of the Wildlife Enhancement Corridor will only be permitted where adequate mitigation is secured, in line with DAP policy DM12.

Policy CS11 of the Core Strategy and Urban Core Plan requires housing schemes over 15 units to provide 15% of new homes as affordable units subject to viability of schemes. The local plan documents have been developed with reference to research and evidence, sustainable and walkable neighbourhoods. In the DAP proposed residential development sites were assessed on accessibility to local facilities and employment areas. Density of development is considered as part of the planning application process.
Steve Clarke

Raising need for more council involvement regarding opportunity for young people to find adequate accommodation.

Story Homes Ltd / Nick McLellan

Story Homes broadly supports the overall housing strategy, yet questions the robustness of emerging Policy DM5 and whether the strategy would stand through unforeseen challenges or periods of economic uncertainty, given that delivery was 762 dwellings in 2015/16 against a target of 860 dwellings, and that Newcastle has a 20% buffer to the 5 year housing land supply. Story Homes indicates it is important that the DAP provides a 20% buffer of sites over and above the plan requirement in order to meet the housing targets and to ensure the plan is positively prepared. A 15% discount for 'slippage' and non implementation of commitments should also be applied, see recent report "The Role of Land Pipelines in the UK and Housebuilding Process (September 2017)" where DCLG estimates that 10-20% of planning permissions never materialise into a start.

Policy DM6 is not sound as currently drafted as it is not justified, effective or consistent with national policy. Story Homes queries whether in the more viable areas the assumption that house purchasers demand such standards and will pay extra for them. The 2017 SHMA stipulates 60% of households are likely to have a representative aged 65+ which has subsequently been translated into a projected need for 60% of new dwellings to be built to M4 (2) standards, but does this correlate with new home owners and how many new home owners would prefer adaptable homes at an additional cost. The Council should consider how many new home owners are likely to remain in their home until they are 65 years of age, and an assessment of the adaptability of existing housing stock. The need for this policy appears to be driven in part by the desire to reduce financial burden on the Council (inc. the Disabled Facilities Grant). The Council should consider the location of need and whether all sites are appropriate for this type of accommodation. This is because Suitable sites may need to provide increased proportions of accessible and adaptable dwellings. The Council should clearly demonstrate that local circumstances have been considered and the policy justified for the scale proposed.

Policy DM7 is not sound as currently drafted as it is not justified, effective or consistent with national policy. Story Homes would have expected the Council to undertake a much wider assessment and in excess of the 2 year analysis of build provided. Story Homes requests evidence of market indicators that demonstrate the inadequacy of housing stock and to quantify the new home owners that desire larger and more expensive homes. Story Homes consider current sales rates to confirm that the product range is suitable for the purchasers needs. Nationally, 92% of home buyers were satisfied with internal layouts. Currently there is insufficient evidence on dwellings built and impacts of adopting the space standards. The Council has not addressed the implications to build numbers and for specific groups for example affordable, specialist and adaptable accommodation to meet the needs of our population. The Plan seeks to allocate sites for future housing development.

The need for the Policy DM6 is driven by the ageing demographic and the need for an improvements in the overall stock of accessible and adaptable homes in the City. The policy does not seek 60% of all new homes to be accessible and adaptable, but as drafted requires 25% to M4(2) standard.

In terms of Policy DM7 there is no specific requirement in NPPG for local authorities to analyse past delivery of new homes in excess of 2 years or to undertake a survey of home buyers satisfaction. The Council would welcome Story Homes local assessments and evidence in relation to the housing market in Newcastle. There has been no further proposals form the Government in relation to any changes to the space standards as set out in NPPG, and therefore local authorities must adhere to current policy and guidance. The potential for a transition period for the implementation of space standards (from January 2020) has been built into the draft policy DM7 to provide clarity and certainty to developers.

Following on from the DAP and viability questionnaire consultation, the Council will be producing a further Viability and Deliverability Update report for the next stage of the plan with further amplification of the justifying evidence for Policies DM6 and DM7.
Comment From
Taylor Wimpey / Martyn Earle

Summary of Comment:
DM6 - Taylor Wimpey NE strongly objects to this policy as it has not been subject to consultation and is not justified. The policy has not been viability tested. Our client has a genuine concern that the cumulative effect of CIL, s106 obligations, affordable housing provision and abnormal site development costs will prevent housing delivery with landowners becoming unwilling to sell to the industry. It is unclear whether the requirement incorporates the affordable housing units within a scheme or whether it is private housing only or a mix of the two. It is unclear how the Council have arrived at the 25% figure and robust evidence and justification must be provided to justify how a blanket approach can be applied across all new residential schemes and what impact this will have upon scheme viability. The identified increase in the number of people over the age of 65, some 59% of all household growth until 2030, will have a direct impact on the viability of some schemes.

DM6 - Adaptable and Accessible Housing, DM7 - Space Standards

a general comment

DM6 and 7 - The supporting evidence justifying Policy DM6 is included in the Council’s evidence paper Housing Needs and Standards (October 2017) and Strategic Housing Market Assessment (September 2017). Consultation on the preparation of the SHMA was extended to the housebuilding industry (including Taylor Wimpey) on 5 July 2017 with opportunities for stakeholders to question the housing needs evidence. The Council’s Housing Needs and Standards paper includes the results of strategic viability testing based on cumulative policy cost testing of the impact of Policy DM6 and 7. This assessment built on the viability assumptions that were thoroughly tested at CIL examination in 2016 with updated costs and values. Thus the viability appraisals have been built upon significant discussions and external examination. The discrete consultation in October 2017 on a viability questionnaire thus repeats previous consultation with the industry to consider any changes to circumstances /assumptions. Analysis of the comments raised through consultation on the justification of Policies DM6 and DM7 will be considered including a more detailed report on viability impacts.

In relation to the Government’s housing white paper, a review of the national space standards has yet to be progressed by the Government and guidance contained in NPPF is the relevant guidance for compliance in local plan making. If there is any change to NPPF then the Council will take this into account in the plan making process.

The call out for sites for the HELAA sought the submission of future development sites in the urban area, specifically excluding green belt land. This is in compliance with NPPF, which states: the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period.’

The response to Taylor Wimpey North East in the HELAA is made in compliance with NPPF, as there are no exceptional circumstances which would warrant a further review or call out for sites in the green belt boundaries in the plan period (2010-30).

Comment noted. The policy for the General hospital site requires the site to be masterplanned for mixed use, including for housing and residential institutions. This could include a mix of residential dwellings including residential care homes, hospitals, nursing homes etc. The delivery of both general needs and/or specialist forms of housing on the General Hospital site will contribute towards providing a range and choice of homes for the local community, as well as promoting the wider regeneration of the area and supporting local shops and services.

The National Leaseland Campaign (NLC) represents 8000 members many of whom live in the Newcastle area. The aim of the campaign is to raise awareness of the new practice by developers of building new Leaseland houses and flats with onerous ground rents and escalating management fees on many sites. If possible we would like to see freehold tenure as a condition of any future new build planning application. In addition we would be grateful if the council could consider preventing developers from creating management fees on new build site.

Nationwide this campaign is having an effect resulting in a government consultation on Leasehold reform - we are hopeful that in future leasehold build will be banned and that commonhold for flat owners will be introduced as in Scotland and Northern Ireland allowing flat owners to take control over maintenance. We hope that Newcastle Council will support this initiative.
The Royal British Legion, 1-7 Princess Street, Manchester, M2 4DF / Andy McMullan

**Summary of Comment:**
The Royal British Legion seek consideration the existing social club on West Jesmond Avenue for a residential allocation within the DAP and thereby object to the proposed list of sites as our site is not included within it. This site should be considered positively for a residential allocation against the criteria of being suitable, available and achievable.

In addition to the above, we also wish to object to paragraph 4.15 which supports Policy DMS, which states that the threshold size for an allocation is a site area of over 0.25 hectares and 10 dwellings. The site enclosed measures 0.2 ha but due to the nature of the area can accommodate far in excess of the 10 dwelling threshold. It is therefore requested that this criteria is reconsidered to be either greater than 0.25 OR being able to accommodate more than 10 dwellings.

DM7
It is requested that the national space standards policy is amended to provide greater clarification. It is not clear whether the policy relates to solely dwellings, or should it also include apartments and student accommodation.

Tom Winter
Concern regarding potential allocation of the former Chapel Park Middle School and access via Grosvenor Way, given exiting traffic congestion.

Tyne and Wear Public Transport Users Group (around 300 members), c/o Alistair Ford
The location and nature of housing development in relation to employment sites, school locations, local retail centres, and local services has a large impact on the demand to travel. Integrated modelling should be carried out to assess the accessibility of proposed residential sites in relation to other trip generators (such as retail and employment locations) to ensure that public transport accessibility is realistic and viable.

WHQ Club Curtis Mayfield House卡尔广场NewcastleNE16 LF / Patrons of WHQ Club 23,000 (est) c/o Tom Caulker
There should be a requirement for soundproofing requirements on new residential development so as not to impact on the premises that make up city’s existing & essential nightlife industry.

William Leech Investments Ltd / Katherine Brooker
Concern over the deliverability of Newbiggin Hall (NN3) (HELAA site 4949), and consider that this should be taken into account in the DAP allocations. Request that the policies map include ‘greyed-out’ Core Strategy allocations for clarity.

WGVC club West Jesmond, The development potential of land at Racecourse was not considered. There is land within the racecourse, a major developed site within the Green Belt, which is enclosed and separate from the surrounding landscape, but not necessarily required in association with the course itself. This land could be used for other purposes such as residential or mixed-use development that meets local needs and aspirations. As these parcels of land serve little or no Green Belt function they would be more appropriately used.

The comments are noted and the proposed site will be considered for potential as a future housing supply site and residential allocation. The threshold of sites cited relates to either area (ha) or capacity for residential development to allow consideration of appropriate sites of higher densities.

The proposed space standards (DM7) policy would apply to all residential developments except where exemptions would be required and subject to viability consideration. Further clarifications to the policy will be considered.
<table>
<thead>
<tr>
<th>Comment From</th>
<th>Summary of Comment</th>
<th>relating to Specific Policy</th>
<th>NCC response to this comment</th>
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<tbody>
<tr>
<td>Age Friendly City/Future Homes 100 c/o Colin Percy</td>
<td>The public transport policy lacks ambition and requires more detail. Policy DM14 needs to make reference to air quality given the clear links to traffic.</td>
<td>in support</td>
<td>DM10 - Pedestrian and Cycle Movement</td>
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<tr>
<td>Alison Whalley</td>
<td>Concerns that despite the commitment to sustainable travel in the Plan, the proposals require new roads that will create more congestion in the long term.</td>
<td>a general comment</td>
<td>N/A</td>
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<td>Barry Luccock</td>
<td>Policy DM10 should give increased emphasis to the cycling network by referring to the Strategic Cycle Network as being protected by this Local Allocations Plan and the Strategic Network being identified clearly on the Proposals Map. Policy DM13 should include the designation of the Strategic Cycle Network to give the network an equal standing with roads in the City. As part of the Strategic Cycle Network I would wish to see Brunton Lane included from Great North Road to the main road junction at the airport end, and for it to be given priority to its early improvement.</td>
<td>in objection</td>
<td>DM10 - Pedestrian and Cycle Movement</td>
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<td>Ben A Macleod</td>
<td>Need to improve pedestrian access on the Town Moor and across the Central motorway. Lower prices would increase access to public transport. Have you thought about driverless cars/buses, Electric vehicles, Hyperloop?</td>
<td>in support</td>
<td>DM10 - Pedestrian and Cycle Movement, DM11 - Public Transport</td>
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<td>Colin W Percy</td>
<td>There needs to be greater detail on the Public Rights of Way network and reference should be made to the Public Rights of Way Improvement Plan. Cycle routes, including the strategic cycle network should be identified on the Policies map. The DAP should set out its support for high quality protected/segregated cycleways wherever possible and the consequent need to sometimes take space from other road users.</td>
<td>in objection</td>
<td>DM10 - Pedestrian and Cycle Movement</td>
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<td>D. Muxworthy</td>
<td>Support cycle tracks for safety. Callerton Parkway should not be expanded as this would involve losing tree/shrub belts surrounding car park thus increasing noise and light pollution to area. The litter on roads is shockingly poor and new roads will only serve as 'bins' and rarely cleared.</td>
<td>a general comment DM10 - Pedestrian and Cycle Movement, DM11 - Public Transport, DM12 - Parking and Servicing, DM14 - Mitigation and Highway Management</td>
<td>Newcastle is committed to promoting sustainable travel choices through existing and proposed planning policies which include increasing walking and cycling. This is also in line with the Department for Transport’s Cycling and Walking Investment Strategy which sets out the ambition that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey. The importance of providing a safe environment for both cyclists and pedestrians is reflected in the draft policy wording. The most appropriate form of walking and cycling provision will be determined by taking into account factors such as the volume and speed of traffic, pedestrian flows, costs, funding, physical constraints, current design standards and best practice.</td>
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<td>The existing Callerton Parkway Park &amp; Ride facility is managed by Nexus and is one of the most successful park and ride schemes in Tyne and Wear due to its location. The Callerton Parkway site was originally identified in the Newcastle Upon Tyne Unitary Development Plan, adopted 1998 (Policy T1.7).</td>
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<td>The allocation ensures that additional land is available for parking at this site and will help reduce congestion and the amount of car use in the City Centre.</td>
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<td>The Core Strategy and Urban Core Plan (part 1 of our local plan) allocated housing development sites. The housing sites, especially those allocated to the west of the city are likely to increase parking demand at this location.</td>
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<td>Any future applications at the Park &amp; Ride facility will be assessed against the relevant policies including Draft DAP Policy DM23 - Residential Amenity and the adopted policy in the Core Strategy and Urban Core Plan, CS14 Wellbeing and Health.</td>
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<td>Elders Council of Newcastle</td>
<td>Greater priority needs to be given to footway maintenance. Although there is attention to speeding up traffic flow but there is not enough attention to pedestrian crossing times.</td>
<td>in support DM10 - Pedestrian and Cycle Movement, DM11 - Public Transport, DM14 - Mitigation and Highway Management</td>
<td>The comments you have raised are not related to the Draft DAP. Pavement maintenance and pedestrian crossing times are controlled by the Highway Authority not the Planning Authority.</td>
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<td>Biomedical Research Building, Campus for Ageing and Vitality / Elders Council Working Group - 10 people on older person friendly city c/o Vera Bolter</td>
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<td>The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.</td>
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<td>Environment Agency / Lucy Mo</td>
<td>Suggest the DAP should include reference to mitigating impacts of the road network on the quality of rivers. Highway drainage should be designed to address the polluting effects of the highway run off. Highway drainage which go through swales and sustainable drainage systems (SuDs) would also benefit water quality and ecology.</td>
<td>in support DM14: Mitigation and Highway Management</td>
<td>The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.</td>
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<td>Felicity Mendelson</td>
<td>When developing better cycling routes, the Council must ensure they do not impact on the ability for pedestrians to get about safely. Need to ensure the policy of discouraging cars from the city centre does not result in increased parking in the suburbs nearby.</td>
<td>in support DM10 - Pedestrian and Cycle Movement</td>
<td>Newcastle is committed to promoting sustainable travel choices through existing and proposed planning policies which include increasing walking and cycling. This is also in line with the DfT’s Cycling and Walking Investment Strategy which sets out the ambition that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey. The importance of providing a safe environment for both cyclists and pedestrians is reflected in the draft policy wording. The most appropriate form of walking and cycling provision will be determined by taking into account factors such as the volume and speed of traffic, pedestrian flows, costs, funding, physical constraints, current design standards and best practice.</td>
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<td>Parking policy DM12 requires developments to provide parking to meet their operational needs and therefore impacts on residential areas will be considered through the planning application process. Adopted Policy CS13 requires major developments to demonstrate measures that promote sustainable travel at planning application stage through a transport assessment or transport statement.</td>
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G W Falcon
The laws regarding pedestrians and cycling should be strictly enforced. Cyclists should not be on the pavement unless the street is wide enough area to allow space for pedestrians to pass by without having to go in the road. Keep all foot bridges clear of litter and foul materials.

in objection
relating to Specific Policy
DM10 - Pedestrian and Cycle Movement, DM12 - Parking and Servicing, DM14 - Mitigation and Highway Management

Gillian Brown
Concern while policy DM10 claims to support a connected public rights of way network, accessible to all, it ignores the needs of the horse riding community.

in objection
relating to Specific Policy
DM10 - Pedestrian and Cycle Movement

Heather Evans
The wording for the Characteristics of the categories isn't easy to understand for cycling and walking.

a general comment
relating to Specific Policy
DM10 - Pedestrian and Cycle Movement

Highways England / Paul Dixon
In broad terms, Highways England supports the contents and aspirations of Policy DM14. However, whilst the creation of additional capacity is welcomed in principle, this should not be to the detriment of promoting and developing infrastructure for sustainable modes. Furthermore, where mitigation measures have the potential to impact upon the Strategic Road Network, it is recommended that Highways England are consulted at the earliest possible opportunity to enable joint and pragmatic working.

a general comment
relating to Specific Policy

Historic England, Bessie Surtees House, 41-44 Sandhill, Newcastle upon Tyne / Barbara Hooper
It is worth noting that some development which incorporates elements of the historic environment can be constrained when providing recommended levels of car parking. It would be helpful to recognise that here.

a general comment
relating to Specific Policy
DM12 - Parking and Servicing

Comment noted.

James Porter
The provision of cycling facilities, which are then not used by cyclists can have a negative impact on traffic movement. Spending resources on footpath repairs is a waste of time unless car parking is controlled.

a general comment
relating to Specific Policy
DM10 - Pedestrian and Cycle Movement | DM12 - Parking and Servicing

Comment noted.

janet longbottom
Grainger Park Road should be categorised as a secondary road instead of Bentinck Road.

in objection
relating to Specific Policy
DM13 - Road Hierarchy

Both Bentinck Road and Grainger Park Road were classed as secondary roads in the UDP. It is not considered necessary to have two secondary roads linking Elswick Road and Westgate Road so close together. As Bentinck Road is part of a bus route this remained a secondary route rather than Grainger Park Road.

Jeanie Molyneux
The Pedestrian and Cycle Movement policy needs strengthening.

a general comment
relating to Specific Policy
DM10 - Pedestrian and Cycle Movement

Newcastle is committed to promoting sustainable travel choices through existing and proposed planning policies which include increasing walking and cycling. This is also in line with the Department for Transport’s Cycling and Walking Investment Strategy which sets out the ambition that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey. The importance of providing a safe environment for both cyclists and pedestrians is reflected in the draft policy wording. The most appropriate form of walking and cycling provision will be determined by taking into account factors such as the volume and speed of traffic, pedestrian flows, costs, funding, physical constraints, current design standards and best practice.

The responsibility for enforcing laws relating to cyclists riding on the pavement is the responsibility of the police. However, Newcastle City Council is developing a Newcastle Street Charter in consultation and with the support of disabled people and other interested groups. The Street Charter aims to remove or reduce the barriers that those with mobility issues face in the city.

The comments you have raised regarding litter are not related to the Draft DAP. Pavement maintenance is controlled by the Highway Authority not the Planning Authority.

The text associated with Policy DM10 in paragraph 5.1.4 is clear that developments should facilitate equestrian movement by enhancing the existing network through the creation of linkages and safe crossings, and by increasing access to the PROW network.

The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.

Comments noted.
Further consideration needs to be given to developing Newcastle’s park and ride facilities.

The Metro should be extended to the west of the City.

Pedestrians and cyclists need to be segregated to avoid accidents.

Provision of more cycle lanes are required in increase cyclist's safety. Vehicles parked on the road restrict the flow of traffic.

There needs to be greater cooperation between all management organisations concerning transport. It is essential that development proposals include appropriate public transport provision.

Cycling facilities should be clearly marked to avoid conflicts with pedestrians.

Green spaces and garden areas in local areas need to be maintained for all users including wildlife.

The city Air Pollution Policy is vital in ensuring urban areas and new developments undertake measures to help address the problem.

Further consideration needs to be given to developing Newcastle’s park and ride facilities.

The Metro should be extended to the west of the City.

Pedestrians and cyclists need to be segregated to avoid accidents.

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Provision of more cycle lanes are required in increase cyclist's safety. Vehicles parked on the road restrict the flow of traffic.

The City Air Pollution Policy is vital in ensuring urban areas and new developments undertake measures to help address the problem.
NCC response to this comment

Newcastle Developer Guidance was adopted by Cabinet on 25 November 2015. The Developer Guidance covered Transport Assessments, Travel Plans and Parking, S278 Agreements, S38 Agreements, and an appendix to the existing Design and Construction of Roads and Access for Adoptable Standards Guide covering the palette of materials for adopted highways. It was approved following a period of public consultation. Developers and agents who regularly submit planning applications were consulted as part of the drafting process.

In regard to your comments on DM10, guidance on preparing planning policies sets out that they need to be clear, concise and precise. The suggested wording ensure that walking and cycling are the natural choice for all local journeys does not meet these policy tests and could not be consistently applied. Clearly signposted routes are included in policy wording convenient and attractive, therefore the suggested wording does not meet the policy test to be concise.

In regards to your comments on DM11, the points you raise are covered in other policies. Individual policies need to be read in conjunction with the wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan). Adopted Policy CS13 ensures that development minimises car trips, promotes and enhances public transport and that major development provides sustainable travel plans. Policy requirements must be directly related to the development and be fair and reasonable and related to the scale and type of development. Requiring development to ensure public transport to the Urban Core and other key facilities is faster and more direct than by car does not meet these tests.

In regards to your comments on Park & Ride, to assist with meeting the Core Strategy and Urban Core Plan’s objectives of achieving a shift to more sustainable modes of travel and promoting alternative travel choices, Policy CS13 states that the development of bus based P&R facilities including at Lobley Hill, Eighton Lodge and Follingsby will be promoted. Although the Core Strategy and Urban Core Plan does not identify sites within Newcastle, the City will directly benefit from the provision of these P&R sites. The evidence that supports this policy approach states the P&R schemes were developed in order to provide alternative access into Gateshead and Newcastle for car trips originating from the outskirts of Tyne and Wear and beyond. The scheme aims to shift both current and future demand for travel into the centres of Gateshead and Newcastle by car onto bus.

In regards to your comments on DM12, car parking needs to be considered as an important part of any scheme and parking policy DM12 requires developments to provide parking to meet their operational needs. This is reflected in the parking levels included in the current Transport Assessments, Travel Plans and Parking Developer Guidance November 2015. Major developments are also expected to demonstrate measures that promote sustainable travel at planning application stage through a transport assessment or transport statement.

The greatest potential for P&R in Newcastle is to target commuters from Northumberland and Durham and this is reflected in the sites identified in adopted Core Strategy and Urban Core Plan policy and the approach taken in the draft public transport policy contained in the DAP.

The Nexus Park and Ride Strategy 2013 states that there is a role for P&R within the overall transport and parking offer in Tyne and Wear but there needs to be a very clear demonstration of the financial, social and regeneration reasons justifying the investment on a case by case basis.

For the reasons above the DAP does not propose to identify new P&R sites and the draft transport policy protects existing P&R facilities in Newcastle that make an important contribution to reducing levels of congestion and the number of vehicles in the city centre. The Council continue to work with Nexus to maximise the potential of the many existing Park and Ride sites linked to Metro/ bus provision.
Newcastle International Airport / James Cowen

Concern with the level of development proposed in proximity to the airport and the impacts on the A696/A1 junction. The level of homes is an increase above the Core Strategy and Urban Core Plan figure.

The Plan needs to be supported by an up to date Transport Assessment which considers the impact of growth and is supported by a deliverable mitigation plan. The airport is not comforted that the level of mitigation proposed by the Highways Strategic Land Release Study is sufficient.

The Core Strategy supports the development of the Airport Link Road to help alleviate traffic load on the A1, and to support the delivery of the employment sites south of the Airport allocated in the Core Strategy. Indeed the delivery of the road was factored in the ‘Newcastle Highways Strategic Land Release Study’ (2015). It is would help the Airport plan strategically if the plan identifies how this road will function within the wider network by identifying in which category in the hierarchy the road will function.

NCC response to this comment

The level of development identified considered sufficient to meet the Council’s identified needs in accordance with the Core Strategy and Urban Plan. The draft DAP seeks to allocate additional sites to support delivery of the Core Strategy and Urban Core Plan.

All development proposals must have regard to proposals relating to transport/road infrastructure and contribute to appropriate mitigation if necessary. Policies in both the Core Strategy and Urban Core Plan and draft DAP seek to ensure these issues are addressed.

A Transport Assessment for the DAP will form part of the evidence base for the Submission Draft Plan.

The location of a standard instrument departure route to the west of Throckley Village is noted. The impact of development on the site form aviation safety and noise will be a material consideration in the assessment of any future planning application. However these factors would not prevent the site coming forward for housing.

Newcastle upon Tyne Community First Party, Airport / James Cowen

Airport / James Cowen

Newcastle upon Tyne / Jason Smith

The DAP sets out an ambition to reduce car traffic into the city centre by expanding park and ride facilities but Policy DM11 lacks the ambitions that will achieve this. Without addressing park and ride, the city will continue to be blighted by informal park and ride facilities operating at neighbourhood shops on key routes into the city. It is important for the city to enhance its cycle infrastructure. This needs to be safe, well lit and separated from cars but should be created in addition to road capacity.

The West Road is designated as a Secondary Distributor Road and a Public Transport Distributor Road but should be designated as a Primary Distributor Road.

NCC response to this comment

To assist with meeting the Core Strategy and Urban Core Plan’s objectives of achieving a shift to more sustainable modes of travel and promoting alternative travel choices, Policy CS13 states that the development of bus based P&R facilities including at Lobley Hill, Eighton Lodge and Follingsby will be promoted. Although the Core Strategy and Urban Core Plan does not identify sites within Newcastle, the City will directly benefit from the provision of these P&R sites. The evidence that supports this policy approach states the P&R schemes were developed in order to provide alternative access into Gateshead and Newcastle for car trips originating from the outskirts of Tyne and Wear and beyond. The scheme aims to shift both current and future demand for travel into the centres of Gateshead and Newcastle by car onto bus. The greatest potential for P&R in Newcastle is to target commuters from Northumberland and Durham and this is reflected in the sites identified in the adopted Core Strategy and Urban Core Plan policy and the approach taken in the draft public transport policy contained in the DAP. The Nexus Park and Ride Strategy 2013 states that there is a role for P&R within the overall transport and parking offer in Tyne and Wear but there needs to be a very clear demonstration of the financial, social and regeneration reasons justifying the investment on a case by case basis. For the reasons above the DAP does not propose to identify new P&R sites and the draft transport policy protects existing P&R facilities in Newcastle that make an important contribution to reducing levels of congestion and the number of vehicles in the city centre. The Council continue to work with Nexus to maximise the potential of the many existing Park and Ride sites linked to Metro / bus provision.

The Council continues to work with partners at Nexus to identify the future ambitions of the rail and Metro network in Tyne and Wear. Any extension to the Metro network would require significant capital expenditure and external funding and therefore this would be pursued at a Tyne and Wear level.

Your comments on cycle infrastructure are noted. Newcastle is committed to promoting sustainable travel choices through existing and proposed planning policies which include increasing walking and cycling. This is also in line with the DTF’s Cycling and Walking Investment Strategy which sets out the ambition that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey. The importance of providing a safe environment for both cyclists and pedestrians is reflected in the draft policy wording. The most appropriate form of walking and cycling provision will be determined by taking into account factors such as the volume and speed of traffic, pedestrian flows, costs, funding, physical constraints, current design standards and best practice.

Defining the West Road as a Public Transport Distributor Road reflects its current role as a key bus corridor. It continue to work with Nexus to maximise the potential of the many existing Park and Ride sites linked to Metro / bus provision.

Newcastle Vision Support / Angus Huntley

Newcastle Vision welcomes the policy which insures that all new developments must cater for pedestrian access. It would however be helpful if the needs of pedestrians with disabilities could be taken in to account when designing pedestrian access, and also when designing schemes where pedestrians and cyclists either have to use the same space or cross over each other’s routes.

Similarly, care needs to be taken when designing new “shared space” schemes, and the council should pay attention to the guidance on such schemes as set out by the Department for Transport.

Newcastle vision support requests that people with sight loss are consulted on any such future scheme and that Newcastle Vision support is added to the list of those organisations who are consulted before plans for any such scheme are approved.

NCC response to this comment

The points you raise are covered in other policies. Individual policies need to be read in conjunction with the wider Draft DAP, Core Strategy and Urban Core Plan (Part 1 of our Local Plan) and national policies. Adopted Policy CS13 Transport promotes sustainable travel choices including improving equality of access to transport for everyone, and CS15 Place-Making makes reference to creating safe and inclusive environments and ensuring connectivity, accessibility and legibility in development proposals. The design of walking and cycling facilities are controlled by the Highway Authority and must be DDA compliant and designed and constructed to the Council’s adoptable standards.

Your details will be passed onto those involved in the design and construction of schemes to ensure you are consulted on any future developments.
Comment From
North East Combined Authority (NECA) / N/A

Summary of Comment:
Nexus finds the DAP to be generally supportive of sustainable transport, and welcomes proposals to locate development in locations accessible by public transport wherever possible.

relating to Specific Policy
a general comment
DM11 - Public Transport, DM12 - Parking and Servicing

NCC response to this comment
Comments noted.

Persimmon Homes
2 Esh Plaza
Newcastle Great Park
NE139BA / Richard Holland

Policies DM10-14 while considered acceptable and practicable in principle and provides no additional detail or assurance than we presently have under the exiting adopted policy and guidance documents. The purpose of adopting these "development management" polices is to provide additional surety and guidance on how applications will be considered. It is considered that additional reference and detail should be included in these polices in relation to actual standards which are both measurable and evidenced and how the authority will apply them in the future.

Comment From
Sarah Brachtvogel
Reuben Hiles
Phyll Buchanan
NE139BA / Richard Holland

The number of pedestrian only areas and dedicated cycle lanes should be increased.

in support
DM10 - Pedestrian and Cycle Movement | DM11 - Public Transport

NCC response to this comment
The supporting text of Policy DM12 refers to levels of parking associated with a particular type of development should normally be in accordance with Council guidance. This is referring to Transport Assessments, Travel Plans and Parking Developer Guidance (October 2015). This document is not explicitly named as it is possible that this guidance could be updated before the end of the Plan period (2030) and subsequently the DAP would be signposting to out of date guidance. This ensures the policy is flexible and able to reflect changes in circumstances. For this reason the Council does not propose to include specific standards and/or targets in the parking policy.

Phyll Buchanan

The report Supporting Development in Newcastle Developer Guidance was approved by Cabinet on 25 November 2015. The report sought approval for Developer Guidance on Transport Assessments, Travel Plans and Parking, S278 Agreements, S38 Agreements, and an appendix to the existing Design and Construction of Roads and Accesses for Adoptable Standards Guide covering the palette of materials for adopted highways following a period of public consultation. Developers and agents who regularly submit planning applications were consulted as part of the drafting process.

Reuben Hiles

If you make the city inaccessible to people with cars you are putting the final nails in the coffin for the city centre and helping The Metro Centre. The Council needs to do is create attractive parking on the outskirts of the city centre.

There isn't a need for another city centre bus station. Pedestrianise Pilgrim Street from Market Street and pedestrianise New Bridge Street in the next 10-15 years.

in support
DM10 - Pedestrian and Cycle Movement | DM11 - Public Transport

NCC response to this comment
Newcastle's policies aim to develop and manage streets and places to cater for growth while creating a vibrant modern centre with an attractive environment. The policies aim to reduce traffic travelling straight through the heart of the City Centre whose destination is not the City Centre but areas beyond its boundary. This is supported by our adopted Urban Core parking policy UC10 requiring car parks to be sited close to the Urban Core Distributor Road or on the edge of the City Centre in which short stay parking is promoted for shopping and leisure longer stay parking. Consultation with the local business community was undertaken as part of the Core Strategy plan making process.

Sarah Brachtvogel

There is a need to increase the provision of cycle lanes and they need to be better connected to schools.

in support
DM10 - Pedestrian and Cycle Movement

NCC response to this comment
Newcastle is committed to promoting sustainable travel choices through existing and proposed planning policies which include increasing walking and cycling. This is also in line with the DfT’s Cycling and Walking Investment Strategy which sets out the ambition that cycling and walking are the natural choices for shorter journeys, or as part of a longer journey. The importance of providing a safe environment for both cyclists and pedestrians is reflected in the draft policy wording. The most appropriate form of walking and cycling provision will be determined by taking into account factors such as the volume and speed of traffic, pedestrian flows, costs, funding, physical constraints, current design standards and best practice.
Support the broad intention of Policy DM10 Pedestrian and Cycle Movement, however it does not achieve the stated objective of sustainable access for all housing, jobs, services and shops nor the wider vision of a prosperous sustainable city. Several amendments are proposed to strengthen the policy.

Support the broad intention of Policy DM11 Public Transport, however it does not to achieve the stated objective of making maximum use of public transport. Several amendments are proposed to strengthen the policy.

Support the broad intention of Policy DM12 Parking and Servicing, however it does not sufficiently to achieve the stated objective of sustainable access for all housing, jobs, services and shops and creates a potential conflict with the policy to create walking and cycling routes. Several amendments are proposed to strengthen the policy.

Policy DM13 Road Hierarchy is incomplete in that it only requires development to consider the movement functions of roads. Several amendments are proposed to strengthen the policy including defining the categories Residential Area Roads and Retail Area Roads. It is also proposed that Grandstand Road between the Central Motorway and Blue House roundabout is re-designated as a Secondary Distributor Road.

Policy DM14 Mitigation and Highway Management is incomplete in that it does not consider public health issues caused by vehicle traffic nor does it adequately address the need to protect vulnerable road users. Several amendments are proposed to strengthen the policy.

Individual policies need to be read in conjunction with the wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan) and national policies. Existing policies do not need to be repeated in the DAP.

Some of the comments you have raised require further consideration and will inform the Submission Draft Plan. The word planned suggests something more definite, whereas much of the wider pedestrian and cycle networks is still being developed.

The suggested wording that walking and cycling are the most obvious choices for short-medium length journeys is subject to interpretation and therefore difficult to apply in a consistent manner. This fails the requirement for policies to give developers clarity on what is required.

The points you raise regarding disabilities are covered in other policies. Individual policies need to be read in conjunction with the wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan). Adopted Policy CS13 Transport promotes sustainable travel choices including improving equality of access to transport for everyone, and CS15 Place-Making makes reference to creating safe and inclusive environments and ensuring connectivity, accessibility and legibility in development proposals. The design of walking and cycling facilities are controlled by the Highway Authority and must be DDA compliant and designed and constructed to the Council’s adoptable standards.

Local facilities and services Guidance on preparing planning policies sets out that they need to be clear, concise and precise. The suggested wording is contained in the supporting text and does not meet the policy test to be concise.

The points you raise regarding the fullest possible use of walking and cycling are covered in other policies. Individual policies need to be read in conjunction with the wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan). Adopted Policy CS13 ensures that development minimises car trips, promotes and enhances public transport and that major development provides sustainable travel plans.

Pollution and effects of the natural and local environment are addressed in Draft DAP policies DM24 Environmental Protection, Policy DM26 Protecting and Enhancing Green Infrastructure and Policy DM28 Protecting and Enhancing Biodiversity and Habitats.

Your comments are noted regarding separate guidance on cycling and the Council is currently considering the most appropriate mechanism to develop guidance on cycling.

Planning policies must be related to the development of land. Clearly sign-posting walking and cycling routes would be more appropriate as part of the cycling strategy update.

The points you raise regarding safe and accessible networks with a public realm for all are covered in other policies. Individual policies need to be read in conjunction with the wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan). Adopted Policy CS13 and Draft DAP Policies DM10 and DM14 refer to safety. Adopted Policy CS13 Transport promotes sustainable travel choices including improving equality of access to transport for everyone, and CS15 Place-Making makes reference to creating safe and inclusive environments and ensuring connectivity, accessibility and legibility in development proposals. The design of walking and cycling facilities are controlled by the Highway Authority and must to be DDA compliant and designed and constructed to the Council’s adoptable standards.

In regards to prioritizing walking over motor vehicles, the most appropriate form of walking and cycling provision will be determined by taking into account factors such as the volume and speed of traffic, pedestrian flows, costs, funding, physical constraints, current design standards and best practice.

The points you raise regarding walking and cycling infrastructure are covered in other policies. Individual policies need to be read in conjunction with the wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan). Adopted Policy CS13 and Draft DAP Policy DM10 refers to walking and cycling provision.

The points you raise regarding DM11 are covered in other policies. Individual policies need to be read in conjunction with the wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan). Adopted Policy CS13 ensures that development minimises car trips, promotes and enhances public transport and that major development provides sustainable travel plans.

Pollution and effects of the natural and local environment are addressed in Draft DAP policies DM24 Environmental Protection, Policy DM26 Protecting and Enhancing Green Infrastructure and Policy DM28 Protecting and Enhancing Biodiversity and Habitats.
The points you raise regarding DM11 are covered in other policies. Individual policies need to be read in conjunction with the wider Draft DAP. DM 10 states that development must provide safe, convenient, attractive and continuous pedestrian and cycle links to key local facilities and services. Public transport stops are included in key local facilities and services referred to in DM11.

The points you raise regarding cycle parking at public transport stops are covered in other policies. Individual policies need to be read in conjunction with the wider Draft DAP. Cycle parking is covered in Policy DM12 and is supported by Transport Assessments, Travel Plans and Parking Developer Guidance November 2015. Policy requirements must be directly related to the development and be fair and reasonable and related to the scale and type of development. The suggested wording does not meet these tests.

Planning policy does not set the pricing of car parks across the city. Policy CS13 and UC10 will considered when assessing applications for new car parks.

In regards to your comments on DM12 point 1, guidance on preparing planning policies sets out that they need to be clear, concise and precise. The operational requirements are set out in Transport Assessments, Travel Plans and Parking Developer Guidance November 2015 and reference to Council guidance is made in the supporting text. The suggested wording does not meet the policy test to be concise.

In regards to your comments on DM12 point 2, guidance on preparing planning policies sets out that they need to be clear, concise and precise. The suggested wording is included in the word useable and does not meet the policy test to be concise. The comments you have raised require further consideration and will inform the Submission Draft Plan. Further detail on cycle parking design is included in Transport Assessments, Travel Plans and Parking Developer Guidance November 2015.

In regards to your comments on DM12 point 3, guidance on preparing planning policies sets out that they need to be clear, concise and precise. The suggested wording does not meet these policy tests and could not be consistently applied. Servicing will be assessed on merits on a case by case basis.

In regards to your comments on charging points for electric and hybrid vehicles, and for electric cycles, the points you raise are covered in other policies. Individual policies need to be read in conjunction with the wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan) policies. EV charging points are included in adopted Policy CS13 Transport. Planning policies should be based on robust evidence and policy requirements must be directly related to the development and be fair and reasonable and related to the scale and type of development. The suggested wording does not meet these tests.

In regards to your comments on provision for car club vehicles, the Newcastle car club is specifically referred to in Transport Assessments, Travel Plans and Parking Developer Guidance November 2015 and is one option that could support the requirements set out in CS13 to promote sustainable travel.

In regards to your comments on ensuring car parking is not displaced to local residential streets, parking policy DM12 requires developments to provide parking to meet their operational needs and therefore impacts on residential areas will be considered through the planning application process. Major developments are also expected to demonstrate measures that promote sustainable travel at planning application stage through a transport assessment or transport statement.

In regards to your comments on the encouragement of car-free development in areas with good public transport links, parking policy DM12 requires developments to provide parking to meet their operational needs and this is reflected in the parking levels included in the current Transport Assessments, Travel Plans and Parking Developer Guidance November 2015.

The comments you have raised on the road hierarchy require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text. Both primary and secondary roads are located in residential areas and therefore not all roads in close proximity to residential areas can meet the definitions suggested. The Council does not agree with the principle of the Retail Area road as...
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<tr>
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<tr>
<td>This road forms part of the Northern Access Corridor which was identified as a traffic priority corridor linking the east to west in the Cabinet report Getting around Newcastle, 23 February 2015. Funding has been secured to create an intelligent transport corridor that can handle the varied demands presented by a range of employment opportunities and services in the area. The corridor facilitates a large number of journeys in all directions during peak hours, as a result of it serving Newcastle City Centre, the North Tyneside Business Parks, the local retail and employment centre of Gosforth, and numerous major employers (such as HM Revenue &amp; Customs, SAGE and the Freeman Hospital).</td>
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<td>In regards to your comments on Grandstand Road, the proposed scheme will contribute significantly to the retention of existing jobs and will provide accessibility benefits by all modes connecting to employment, health and education opportunities. The new scheme will improve the quality of the journeys as it will improve the journey time reliability and significantly enhance the utility of public transport through this key junction. This should help retain modal share and encourage modal shift towards public transport.</td>
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<td>In regards to your comments that walking and cycling should be prioritized over parking for motor vehicles, the most appropriate form of walking and cycling provision will be determined by taking into account factors such as the volume and speed of traffic, pedestrian flows, costs, funding, physical constraints, current design standards and best practice.</td>
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<td>The Council does not agree with the principle of the Retail Area road as a separate category. Preventing traffic from travelling through retail centres would have major implications on the efficient movement of traffic on the network, particularly as several roads affected have been identified as public transport priority routes. The suggested approach may be contrary to Section 16 of the Traffic Management Act 2004 which places a duty on Local authorities to manage and maintain their road networks with the objectives to secure the expeditious movement of traffic on the authority’s road network.</td>
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<td>In regards to your comments regarding Grandstand Road being a ring road, the A1 and A19 are part of the Strategic Road Network and are managed to provide national movement. Grandstand Road is part of the Northern Access Corridor which is intended to facilitate journeys serving Newcastle City Centre, the North Tyneside Business Parks, the local retail and employment centre of Gosforth, and numerous major employers (such as HM Revenue &amp; Customs, SAGE and the Freeman Hospital).</td>
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<td>In regards to your comments that proposals will need to be made as a matter of urgency to ensure walking and cycling provision is to the required standard on all Primary Distributor Roads as soon as possible, the policies will only influence development that require planning permission. The DAP is not intended to set out, or act as a delivery vehicle for Council strategies and therefore the inclusion of the road hierarchy in the DAP does not mean that existing roads need to be retrofitted to meet definitions. They may be undertaken through alternative projects or strategies.</td>
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<td>In regards to your comments on DM14 point 1, guidance on preparing planning policies sets out that they need to be clear, concise and precise. The suggested wording is repetitive and does not meet the policy test to be concise.</td>
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<td>In regards to your comments on DM14 point 2, planning policies must relate to the development of land. Safety issues during construction works are beyond the scope of planning law and are enforced through highways legislation.</td>
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<td>In regards to your comments on DM14 point 3, adoptable standards for highway works are set out in the Design and Construction of Roads and Accesses to Adoptable Standards Developer Guidance March 2011 and are determined by the Highway Authority not the Planning Dept. The Local Plan policies are not used to determine adoptable standards.</td>
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Steve Clarke  
The Council needs to reconsider its approach to bus lanes.

in support  
N/A

Stewart Falconer  
Concerned that the Council is using its resources to improve cycling provision when the highway is not being maintained adequately.

in objection  
DM10 - Pedestrian and Cycle Movement

Story Homes Ltd / Nick McLellan  
Story Homes considers that Policy "DM12 – Parking and Servicing" is not sound as currently drafted as it is not justified or effective. Whilst Policy DM12 sets broad parameters for parking and servicing in Newcastle, the Council does not provide any guidance or measurable targets that demonstrate the deliverability of this policy over the plan period.

a general comment  
DM10 - Pedestrian and Cycle Movement

Story Homes Ltd also notes that there is currently limited guidance available regarding the provision of electrical vehicle charging points on residential schemes. Policy DM12 does not expand upon this and further clarity and justification on this policy requirement is therefore necessary within the Development and Allocations Plan.

We urge the Council to review their SPDs following the adoption of the Development and Allocations Plan to ensure that they are still in conformity with national guidance and continue to assist with the interpretation of Local Plan policies.

The comments you have raised are not related to the Draft DAP.

Taylor Wimpey / Martyn Earle  
Objects to Policy DM10 as it is considered unnecessary to add further policy restriction which would add policy burdens to sites which are already allocated in the Core Strategy and Urban Core Plan and have approved masterplans.

in objection  
DM10 - Pedestrian and Cycle Movement

The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.

The National Leasehold Campaign / o Cath Williams  
Concerns that unadopted highways on new build developments and the introduction of management companies by builders will in future lead to deterioration of roads and common areas and therefore it is requested that all roads and common areas are fully adopted by the council and upkeep funded through the normal council tax revenue.

a general comment  
DM14 - Mitigation and Highway Management

Policy DM14 of the Draft DAP - Mitigation and Highway Management requires development creating new public highway to be adopted and subsequent maintained by Newcastle City Council. To enable new highways to be adopted by the Council they must meet the design requirements set out in the guidance and the developer must also be willing to enter into an agreement with the Council NCC, in accordance with Section 38 of the Highways Act 1980 (S38).
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<td>Tyne and Wear Joint Local Access Forum / Liz Bray</td>
<td>The Forum welcomes the broad commitments in the Newcastle Development Allocations Plan for improving routes for non-motorised users to encourage a shift away from car travel. However we would strongly recommend some amendments to strengthen the general message.</td>
<td>a general comment</td>
<td>The public rights of way shown on the proposals map are not linked to any policy but form part of the OS Base map. It is not intended to illustrate the PROW network as part of the Local Plan as these records are continuously being updated. Additionally, the PROW would not be shown accurately due to the scale of the proposals plan and there is the possibility that it could be misinterpreted when used for planning and/or legal purposes.</td>
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<td>Please to see the needs of horse riders recognised in Para 5.1.4. but reference to &quot;The statutory Tyne &amp; Wear Rights of Way Improvement Plan needs to be included to provide a clear policy reference for developers and planners negotiating the approval process for major developments.</td>
<td>DM10 - Pedestrian and Cycle Movement, DM14 - Mitigation and Highway Management</td>
<td>If missing links were designated as such in the DAP they would need to meet policy tests including consistency with the NPPF, justified based on a robust and credible evidence base as well as being deliverable. As much of the missing links cannot be accurately defined and deliverability cannot be ensured then the tests of soundness would not be met. Missing links in the PROW network were not shown specifically on the UDP policies plan but they may have been incorporated under the generic term of 'recreational routes'. The UDP stated that the Recreational Route Network took a number of forms which included adopted highways, footpaths and roads; cycleways and walking space; and unadopted roads and tracks. Although missing links are not identified in the DAP, paragraph 5.1.2 requires developers to consider gaps in the pedestrian network (which includes PROW).</td>
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<td>Para 5.5 “Policy Links” box must include the statutory Tyne &amp; Wear Rights of Way Improvement Plan. We would also wish to see Newcastle City Council implement some minor but urgent updating of the 2008 “Public Rights of Way and Development Planning Guidance Notes” (Major and Minor Development - copies attached). Our preference would be for this guidance to be adopted formally as Supplementary Planning Documents, and also included as a policy link here.</td>
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<td>In regards to the suggested approach to existing footpaths, adopted Policy CS13 requires development to improve equality of access to transport for everyone and to protect and enhance pedestrian routes, cycle networks and Rights of Way. It may not be conducive to 'upgrade' all footpaths to multi-user routes as their geographical and physical features and location could limit how they are developed/improved. Planning applications that affect footpaths will be considered on their merits on a case by case basis.</td>
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<td>Moss</td>
<td>The points you raise regarding safe road crossings are covered in other policies. Individual policies need to be read in conjunction with the wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan) policies. Draft Policy DM10 and adopted Policy CS13 require development to provide safe pedestrian and cycling links and Policy DM14 requires development to mitigate against its impact on the highway network in the interests of safety. The design of walking and cycling facilities are controlled by the Highway Authority and must to be DDA compliant and designed to the Council’s adoptable standards.</td>
<td>DM12 - Parking and Servicing</td>
<td>In regards to your comments on diverted paths, the ability to influence this through planning applications will be dependent on geographical and physical features and location. Planning applications that affect footpaths will be considered on their merits on a case by case basis.</td>
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<td>Comments regarding a parcel of land and whether the site is within the Green Belt.</td>
<td>The site is located within the Green Belt. It was located within the Green Belt in the Core Strategy and Urban Core Plan and no change has been made.</td>
<td>Any new paths should be The ability to influence the designation of new paths as Public Rights of Way through planning applications will be dependent on funding being made by developers to maintain the routes in perpetuity or if the developer accepts responsibility for their maintenance. Planning applications that affect footpaths will be considered on their merits on a case by case basis.</td>
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<td>The Premier Inn, and car park and Prestwick Terrace are not in the Green Belt. Development in the Green Belt would constitute a departure from policy and as such would require 'very special' circumstances to merit a positive response.</td>
<td>The comments you have raised regarding the title will require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.</td>
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**Note:** The comments and responses provided are a summary of the discussion pertinent to the local access forum's concern regarding the Newcastle Development Allocations Plan. The forum emphasizes the need for clearer policy references and timely updates to the statutory guidance. The NCC responds by acknowledging the importance of accurate representation of footpaths and the need for developer consideration of footpath maintenance responsibilities. The response also highlights the necessity of adhering to specific policies when making changes to the Green Belt.


**Comment From**
Tyne and Wear Public Transport Users Group  
(c/o Alistair Ford)

**Summary of Comment:**

The Public Transport policy needs strengthening to ensure the increase in public transport use is a realistic possibility.

Greater detail is required on how the Council will increase the use of park and ride and what future provision will be made.

More robust measures are needed to avoid journeys before mitigating against them. Requiring developers to merely "mitigate" against impacts is insufficient as it could simply lead to more road infrastructure for private cars, induced demand, and thus greater environmental impacts.

**Comments about People and Places**

Broadly supportive but suggest minor clarifications and amendments to policies within the People and Place Section.

**Comments noted.** The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.

**NCC response to this comment**

The points you raise on DM11 are covered in other policies. Individual policies need to be read in conjunction with the wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan) policies. Draft Policy DM11 requires major development to promote and facilitate the use of public transport and demonstrate accessibility by public transport to the Urban Core and other key local facilities. Adopted Policy CS13 ensures that development minimises car trips, promotes and enhances public transport and that major development provides sustainable travel plans.

Guidance on preparing planning policies sets out that they need to be clear, concise and precise. The suggested wording does not meet these policy tests and could not be consistently applied, however strengthening Policy DM11 will be given consideration as part of the policy redrafting process.

In regards to Park & Ride, to assist with meeting the Core Strategy’s objectives of achieving a shift to more sustainable modes of travel and promoting alternative travel choices, Policy CS13 states that the development of bus based P&R facilities including at Lobley Hill, Eighton Lodge and Follingsby will be promoted. Although the Core Strategy does not identify sites within Newcastle, the City will directly benefit from the provision of these P&R sites. The evidence that supports this policy approach states the P&R schemes were developed in order to provide alternative access into Gateshead and Newcastle for car trips originating from the outskirts of Tyne and Wear and beyond. The scheme aims to shift both current and future demand for travel into the centres of Gateshead and Newcastle by car onto bus. The greatest potential for P&R in Newcastle is to target commuters from Northumberland and Durham and this is reflected in the sites identified in adopted Core Strategy policy and the approach taken in the draft public transport policy contained in the DAP. The Nexus Park and Ride Strategy 2013 states that there is a role for P&R within the overall transport and parking offer in Tyne and Wear but there needs to be a very clear demonstration of the financial, social and regeneration reasons justifying the investment on a case by case basis. For the reasons above the DAP does not propose to identify new P&R sites and the draft transport policy protects existing P&R facilities in Newcastle that make an important contribution to reducing levels of congestion and the number of vehicles in the city centre. The Council continue to work with Nexus to maximise the potential of the many existing Park and Ride sites linked to Metro / bus provision.

In regards to DM12, car parking needs to be considered as an important part of any scheme and parking policy DM12 requires developments to provide parking to meet their operational needs. This is reflected in the parking levels included in the current Transport Assessments, Travel Plans and Parking Developer Guidance November 2015. Major developments are also expected to demonstrate measures that promote sustainable travel at planning application stage through a transport assessment or transport statement.

In regards to DM13, Public Transport Distributor Roads are also classed as either primary or secondary roads. The Council will consider a range of public transport priority measures on these routes, however general traffic will also be directed onto these roads as they are key routes into the City Centre. Comments are noted on Public Transport Distributors and will be considered in the redrafting of the policy.

The points you raise on Policy DM14 are covered in other policies. Individual policies need to be read in conjunction with the wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan) policies. Policy DM14 is primarily concerned with highway safety and ensuring that conflicts between vehicles and other road-user groups as a result of development are minimised.

**related to Specific Policy**

in objection  
DM11 - Public Transport  |  DM12 - Parking and Servicing  |  DM13 - Road Hierarchy  |  DM14 - Mitigation and Highway Management

in support  

12 February 2018
Policies DM 26, 27 and 28 are not fit for purpose. They are worded with so many caveats and loopholes that they are rendered meaningless. I am wondering how they protected the trees in Woolsington woods and the threat of housing development on Havannah nature reserve.

Ann Chapman
Detailed comments on policy wording for Green Infrastructure, Trees and Landscaping and protecting open space. The opportunities to preserve our green spaces are here now. Please do all you can to enhance and protect them.

Ashdale Land Property Company Ltd / Martyn Earle
Policy DM28 adds unnecessary policy burden upon the potential future development of their Site. Considered that Policy DM23 should be amended to make appropriate reference to mitigation being considered by the Council in order to counter any potential adverse impacts on residential amenity whilst ensuring a site remains deliverable. The policy must avoid unnecessarily restricting development and or limiting the development potential of sites when appropriate mitigation could be provided. Parts of policies DM26 and DM27 are repeated.

Barry Luccock
Support DM26 and DM28 in respect of the protection of Gosforth Park and land south to Heathery Lane. Object to DM26 i.i. & 1. ii. They are weak and angled to much to the acceptance of development. They should make it clear that existing GI should be protected from development except from small scale building.

Ben A Macleod
Expresses support for a number of policies: DM20, DM21, DM22, DM23 and DM30.

CPREC Northumberland, 295 members c/o Colin Adsley, Acting Chair, CPRE Northumberland
Objection on the proposed open space standards which are a reduction compared to the previous Plan.

Comment From | Summary of Comment: | relating to Specific Policy | NCC response to this comment
---|---|---|---
Alison Whalley | Policies DM 26,27 and 28 are not fit for purpose. They are worded with so many caveats and loopholes that they are rendered meaningless. I am wondering how they protected the trees in Woolsington woods and the threat of housing development on Havannah nature reserve. | in objection | All planning applications are assessed against national and local planning policy and include a detailed assessment of the impact of any development on the natural environment.
Ann Chapman | Detailed comments on policy wording for Green Infrastructure, Trees and Landscaping and protecting open space. The opportunities to preserve our green spaces are here now. Please do all you can to enhance and protect them. | a general comment | In order to inform the DAP a City-wide Open Space Assessment has been prepared which identifies specific needs and quantitative or qualitative deficits or surpluses of open space in the local area. This approach is in line with national planning policy.
Ashdale Land Property Company Ltd / Martyn Earle | Policy DM28 adds unnecessary policy burden upon the potential future development of their Site. Considered that Policy DM23 should be amended to make appropriate reference to mitigation being considered by the Council in order to counter any potential adverse impacts on residential amenity whilst ensuring a site remains deliverable. The policy must avoid unnecessarily restricting development and or limiting the development potential of sites when appropriate mitigation could be provided. Parts of policies DM26 and DM27 are repeated. | a general comment | The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.
Barry Luccock | Support DM26 and DM28 in respect of the protection of Gosforth Park and land south to Heathery Lane. Object to DM26 i.i. & 1. ii. They are weak and angled to much to the acceptance of development. They should make it clear that existing GI should be protected from development except from small scale building. | in objection | The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.
Ben A Macleod | Expresses support for a number of policies: DM20, DM21, DM22, DM23 and DM30. | in support | Comment noted.
CPREC Northumberland, 295 members c/o Colin Adsley, Acting Chair, CPRE Northumberland | Objection on the proposed open space standards which are a reduction compared to the previous Plan. | in objection | In order to inform the DAP a Citywide Open Space Assessment has been prepared which identifies specific needs and quantitative or qualitative deficits or surpluses of open space in the local area. This approach is in line with national planning policy.
In order to establish local quantity standards, extensive mapping and on site analysis has been used to assess the existing provision of open space across the city. The existing levels of open space provision are considered alongside findings of previous studies, the local needs assessment and consideration of existing and national standards or benchmarks. It is important that local quantity standards are locally derived, based on evidence and achievable.
The housing allocations at Hartburn Walk and Thornley Road follow detailed open space assessments which conclude that these sites can only come forward for residential development subject to the appropriate re-provision of open space. The amount and type of alternative open space will be determined through the planning application process.
A number of comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.
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</table>
| D. Muxworthy | Support policy DM28 principle to protect trees and for new development to plant new trees. Against DM31 erosion of the Green Belt. | a general comment | Support of Policy DM28 is noted.  
DM27 - Trees and landscaping, DM28 - Protecting and Enhancing Biodiversity and Habitats, DM31 - Green Belt Development | Policy DM31 relates to the protection of the Green Belt, it only allows limited development within the boundary settlement of Woolsington and the existing former Havannah Colliery Employment Site, providing it is in accordance with the DM31 criteria. |
| Elders Council of Newcastle, Biomedical Research Building, Campus for Ageing and Vitality / Elders Council Working Group - 10 people on older person friendly city c/o Vera Bolter | Need to preserve the historic environment and parks and green spaces to promote health and wellbeing. | in support | The points you have raised were considered in preparing the policies in the DAP. Policy DM15 requires heritage assets to be sustained, conserved and, where appropriate, enhanced. Policy DM26 requires development to protect, maintain and enhance existing green infrastructure. Policy DM29 covers the protection of open space.  
| Environment Agency / Lucy Mo | The Environment Agency supports policies DM20, DM23, DM24 and DM25. An amendment is suggested to Policy DM25 to seek, where opportunities arise, that old culverts are replaces with wide span bridges. Some additional references in policies are suggested, such as ensuring new housing developments are connected to correct drainage. | a general comment | The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.  
| Exhibition and Branding Parks Community Trust which has 9 Board members c/o 14 Derwent Gardens | Objects on the grounds that the open space policies should not be finalised until the Parks Trust work is complete. Also concerned about the proposed access standards and whether they sufficiently meet the needs of older people or parents with young children. | in objection | Evidence from previous strategies and studies, the local needs assessment (including community and stakeholder consultation) and consideration of national benchmarks are used to develop access standards for open space. The walking speed of 3mph used in the City-wide Open Space Assessment is recognised as the average walking speed for most people (there are many references to this, including the British Heart Foundation, which quotes 3mph as the average walking pace). Therefore, it is reasonable to use this walking speed in the analysis, whilst acknowledging that it is an average, and there will of course be individual variation. The access analysis is based around the road network and provides a means of broadly identifying where the main gaps in access are against the standard.  
DM29 - Protecting Open Space | |
| Friends of Gosforth Central Park [Charity ref 1171862] c/o Allan Gillard | Comments regarding the open space designations at Gosforth Central Park. | in objection | The reference to “deleted” sites is for the purpose of the City-wide Open Space Assessment which has informed the DAP. It means that at the present time the site is currently closed and therefore does not form part of the usable open space which counts towards provision for that area of the city. Notwithstanding this, the disused bowling green in Gosforth Central Park is shown as open space on the Draft DAP Policies Map.  
DM29 - Protecting Open Space | |
| G W Falcon | Public toilets need to be provided. | in support | The comments raised are beyond the scope of the draft Development and Allocations Plan. However your comments have been passed on to colleagues in the Regulation and Development team.  
DM24 - Environmental Protection | |
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<tr>
<td>Gillian Brown</td>
<td>objection on the grounds of impact from development on biodiversity, development of open space and loss of green belt. Brownfield sites should be prioritised.</td>
<td>in objection</td>
<td>The allocation of greenfield sites follows detailed open space assessments and housing needs assessment. The Council's target for new homes over the plan period 2010-30, 19,000 new homes are required and to be distributed across the city to help meet housing need. As part of the assessment of sites coming forward for development in the plan there is a mix of brownfield and greenfield sites in order to meet the city’s needs for housing. The DAP proposes to allocate land at Hallow Drive as well as the former Throckley water works. DM19. Comments noted. The rowing club is in Gateshead, not Newcastle.</td>
</tr>
<tr>
<td>Harworth Estates / Samantha Curtis</td>
<td>The site has been included in the DAP as part of the wildlife enhancement corridor, however, the northern part of the site is allocated as Dewley Hill as an Area of Search for the extraction of coal and other secondary materials. A small part of the site has also been allocated as Green Infrastructure Network and Opportunity Area.</td>
<td>a general comment</td>
<td>The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.</td>
</tr>
<tr>
<td>Highways England / Paul Dixon</td>
<td>Comments on the wording of Policy DM31 should also include a requirement that any development will not adversely impact upon the capacity, operation and safety of the Strategic Road Network.</td>
<td>a general comment</td>
<td>The points you raise are covered in other policies. Individual policies need to be read in conjunction with wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan) policies. Policy CS13 of the Core Strategy requires development to be located where the use of sustainable transport modes can be maximised and minimises car trips. Policy DM14 includes a requirement for all development to mitigate against adverse highway impacts. It is therefore not considered necessary to repeat this requirement.</td>
</tr>
<tr>
<td>Historic England, Bessie Surtees House, 41-44 Sandhill, Newcastle upon Tyne / Barbara Hooper</td>
<td>Raises a number of considerations relating to protection of the historic environment through the DAP.</td>
<td>a general comment</td>
<td>The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text. DM15 Hadrian's Wall is covered in detail in the Archaeology SPD which will be taken forward. We therefore do not feel that a separate policy on Hadrian's Wall is required in the DAP.</td>
</tr>
<tr>
<td>James Porter</td>
<td>Concern over development around Havannah Nature Reserve and that brownfield sites should be prioritised.</td>
<td>in objection</td>
<td>The Core Strategy and Urban Core Plan was adopted in 2015 and established the growth strategy for the City. It identified the amount of new homes needed to meet population growth which included the use of both greenfield and brownfield land. Some sites were taken out of the green belt as part of the Core Strategy and Urban Core Plan. The draft DAP allocates urban sites, including Scotswood, for housing to support the strategic policies within the Core Strategy and Urban Core Plan as part of the overall supply of housing sites. Scotswood is part of a wider phased development to be built over the plan period.</td>
</tr>
<tr>
<td>Jocasta Williams</td>
<td>Comments received on the protection of all open space and green infrastructure.</td>
<td>a general comment</td>
<td>In order to inform the DAP a City-wide Open Space Assessment has been prepared which identifies specific needs and quantitative or qualitative deficits or surpluses of open space in the local area. This approach is in line with national planning policy. The DAP includes policies to protect open space and sets out standards in order to assess both existing and future open space provision. Where green space is considered to be surplus, an assessment has to be prepared to determine, amongst other considerations, whether the land could be used to address a deficiency in another open space typology before considering the space for alternative uses. The Council’s target for new homes over the plan period 2010-30, 19,000 new homes are required and to be distributed across the city to help meet housing need. As part of the assessment of sites coming forward for development in the plan there is a mix of brownfield and greenfield sites in order to meet the city’s needs for housing.</td>
</tr>
</tbody>
</table>
**Comment From**
John Edwards

**Summary of Comment:**
Comments relating to loss of open space, the Council’s approach to identifying sites, and wording of open space policy.

**NCC response to this comment**
The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.

**Related to Specific Policy**
a general comment
DM29 - Protecting Open Space

**Comment**
Green spaces, the environment, open spaces and biodiversity are import for the physical and mental health of the individual. The Royal Society of Public Health indicate need for exercise and leisure which brings benefits to mental health / emotional well being. Cleaner air via trees and green spaces aids physical health and can in the long term save money for health services and bring communities together. Defra sees the need to provide protection for infrastructure in regard to green spaces and their use to people. All new developments need to have some green spaces and trees for the benefit of family life.

**Comment From**
Kingston Park Neighbourhood Forum / Kingston Park Neighbourhood Forum c/o kingston Park Neighbourhood Forum

**Summary of Comment:**
Comments relating to loss of open space, the Council’s approach to identifying sites, and wording of open space policy.

**NCC response to this comment**
The policies in the plan require new development to both protect the natural environment and green infrastructure assets and provide new open space in association with the development this can be on or off site provision.

**Related to Specific Policy**
a general comment
DM26 - Protecting and Enhancing Green Infrastructure

**Comment**
Green spaces, the environment, open spaces and biodiversity are import for the physical and mental health of the individual. The Royal Society of Public Health indicate need for exercise and leisure which brings benefits to mental health / emotional well being. Cleaner air via trees and green spaces aids physical health and can in the long term save money for health services and bring communities together. Defra sees the need to provide protection for infrastructure in regard to green spaces and their use to people. All new developments need to have some green spaces and trees for the benefit of family life.

**Comment From**
Liz Scarff

**Summary of Comment:**
Support the development of garden area within the City Centre in line with the City Centres designation as a green infrastructure opportunity area.

**NCC response to this comment**
The council are planning to develop a Green Infrastructure Plan, to be consulted on later in the year. This plan will help focus delivery on the green infrastructure and opportunity areas that were identified in the Council’s Green Infrastructure Strategy. The concept of further greening of the centre is supported by the Core Strategy and Urban Core Plan and DAP policies on Green Infrastructure.

**Related to Specific Policy**
a general comment
DM26 - Protecting and Enhancing Green Infrastructure

**Comment**
Support the development of garden area within the City Centre in line with the City Centres designation as a green infrastructure opportunity area.

**Comment From**
Marc

**Summary of Comment:**
Request that the city library opening hours should be extended to allow longer access.

**NCC response to this comment**
This comment will be passed to the relevant NCC department but is outwith the remit of the draft DAP.

**Related to Specific Policy**
in support
DM26 - Protecting and Enhancing Green Infrastructure

**Comment**
Request that the city library opening hours should be extended to allow longer access.

**Comment From**
Matt Hall

**Summary of Comment:**
General concern about the policies within the People and Place section of the Draft DAP.

**NCC response to this comment**
Comment noted.

**Related to Specific Policy**
a general comment

**Comment**
Matt Hall

**Summary of Comment:**
General concern about the policies within the People and Place section of the Draft DAP.

**NCC response to this comment**
Comment noted.
### Comment From

maurice cairns

### Summary of Comment:

Comment raises concern regarding degraded infrastructure and amenities and lack of maintenance in Throckley

### relating to Specific Policy

- **a general comment**

### NCC response to this comment

The comments you have raised are not related to the Draft DAP.

Maintenance issues can be reported to Envirocall and they will be dealt with by the relevant department within the Council.

https://envirocallservice.newcastle.gov.uk/

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### N/A

Policies should require densities and house types that are appropriate to their location. There should be a presumption to retain all buildings of architectural or historic merit. There should be more detailed policies for green infrastructure, environmental protection, pedestrian and cycle accessibility, legible street layouts, mix of uses. There should be more detailed residential amenity policies to minimise vehicular traffic accidents through separation of pedestrians and cyclists. Policy DM24 should address climate change, water and land pollution, and air pollution in addition to health impacts.

### in objection

- **DM20 - Design | DM23 - Residential Amenity | DM24 - Environmental Protection**

### NCC response to this comment

Policies CS4 (Spatial Strategy for Rural and Village Area) and UC12 (Urban Design – Urban Core) of the Core Strategy and Urban Core Plan include guidelines for densities to be appropriate to their location. It is considered that this overarching policy is sufficient to guide sustainable development.

Policy DM20 - the supporting text to the policy explains further the retention of "the best buildings" and how this will be assessed.

Policy DM26 addresses the protection of existing green infrastructure as well as the delivery, where appropriate, of new green infrastructure.

Not considered necessary to impose further policies in addition to CS16 in relation to environmental impacts. The Core Strategy and DAP Policies should be read in conjunction with each other, there is no need to repeat objectives across multiple policies.

Pedestrian and cycle infrastructure is covered by policies DM10, DM20, as well as policies CS13, UC6, and various other site-specific Core Strategy policies.

Housing mix is covered by Core Strategy Policy CS11, which also addresses community cohesion. Policy CS13 states that development should seek to minimise the need to travel.

Core Strategy Policy CS5 seeks to support entrepreneurship/enterprise.

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### National Farmers Union / National Farmers Union

Comments on the designation of privately owned land without formal notification to the land owner. There is a concern that such designations could affect privately owned land, buildings or other opportunities and consequently business going forward. We would therefore welcome your thoughts on how the authority plans to proactively contact and liaise with landowners around Local Green Space.

### in support

- **DM25 - Flood Risk and Water Management | DM26 - Protecting and Enhancing Green Infrastructure | DM27 - Trees and Landscaping | DM28 - Protecting and Enhancing Biodiversity and Habitats**

### NCC response to this comment

There are different categories of local green spaces, general open space consists of a number of different typologies these have been mapped for the Draft DAP based on their current function and use.

Green spaces which are allocated as Local wildlife sites are chosen according to a selection criteria, prepared and agreed by the Local Sites Partnership. Surveys of potential new Local Sites or re-surveys of existing sites are always carried out with the permission of the landowner. The Local Nature Partnership will also notify landowners if any designation is proposed on their land.

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### Natural England

Same address / Ellen Bekker


### in support

- **DM25 - Flood Risk and Water Management | DM26 - Protecting and Enhancing Green Infrastructure | DM27 - Trees and Landscaping | DM28 - Protecting and Enhancing Biodiversity and Habitats**

### NCC response to this comment

The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.

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<td>Newcastle Disability Forum The Dene Centre Newcastle NE3 1PH / Alison Blackburn</td>
<td>Comments on the creation of small parks within former Green Belt released for development, Water Management and accessibility to shops.</td>
<td>a general comment</td>
<td>When planning applications contain open space they need to demonstrate how long term management will be secured.</td>
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<td>The comments you have raised regarding accessibility to shops and 2-way communication loops are not within the scope of the DAP.</td>
</tr>
<tr>
<td>Newcastle Great Park Consortium / David Abercrombie</td>
<td>Comments on Policies DM26, DM28, DM29 and DM30 on the designation of Green Infrastructure, Protecting and Enhancing Biodiversity and Open Space. There is a need for justification for boundaries and the accuracy of the evidence base is questioned.</td>
<td>a general comment</td>
<td>The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.</td>
</tr>
<tr>
<td>Newcastle Green Party / Alistair Ford</td>
<td>Object to the wording of Policy DM20. The Policy should include more detail relating to the retention of buildings and assemblages of buildings that are of architectural and historic merit. DM23 should refer to impacts on non-human residents, safety of residents, sustainable transport and renewable energy generation. Suggest the adoption of a further set of policies on the required standards for residential properties including space standards, comfort standards, energy efficiency, water sensitive design, use of low impact materials, consideration of the environment with regard to habitats and species, refuse storage and cycle parking. Suggests a number of additional inclusions for the policy such as applying standards for proximity to retain and community facilities, green infrastructure, street layouts and densities. DM24 – Suggest the policy is amended to address ‘any’ environmental impacts as opposed to those only impacting on human health. Suggest the policy also specifically refers to climate change. DM25 – Suggest an additional criterion seeking to resist development on existing greenspace to reduce flood risk. DM26 – Suggested rewording to add further requirements for the protection of green infrastructure. DM28 – Support the broad principles, but suggest the development of a wider biodiversity and natural environment cabinet post, underpinned by appropriate officer support, should be prioritised and given due prominence in planning decisions. DM29 – Opposed as currently worded and suggest changes. Suggest that loss of open space is mitigated against in a democratic way and parks should be explicitly protected in the DAP, and that other local amenity spaces are similarly protected.</td>
<td>in objection</td>
<td>DM20 – These comments require further consideration. They may result in a change to the relevant policy and/or supporting text. DM23 – The majority of issues are covered in other policies either within the DAP or the Core Strategy and Urban Core Plan, and it is therefore not considered necessary to include all of these aspects in Policy DM23. The comments will be considered at the next stage of plan preparation. DM24 – It is considered reasonable to focus this policy on human health impacts given the existence of other policies relating to biodiversity, flood risk, green infrastructure, etc. Climate change is also explicitly referenced in a number of other policies, demonstrating that these issues have been considered. DM25 – It is considered that the policy has been worded correctly in accordance with national policy and guidance and that additional requirements may not be found sound. However, these comments will be considered further at the next stage of plan preparation. DM26 – The suggestions will be assessed further to determine whether the policy wording can/should be amended. DM28 – Observations not considered applicable to the draft DAP. DM29 – Parks are covered in the supporting text and it is not considered that further revisions to the policy wording are required.</td>
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<td>Newcastle International Airport / James Cowen</td>
<td>Concerns that the noise impact of the Airport’s current and future air traffic movements and noise contours need to be considered and how these will be used for assessing noise impact. Amendments are required to Policy DM24 considering guidance such as that produced by the World Health Organisation, the Department for Transport, and the Civil Aviation Policy which provide a framework for assessing impact from different noise sources.</td>
<td>DM20 - Design, DM24 - Environmental Protection, DM25 - Flood Risk and Water Management, DM26 - Protecting and Enhancing Green Infrastructure, DM27 - Trees and Landscaping, DM28 - Protecting and Enhancing Biodiversity and Habitats, DM29 - Protecting Open Space,</td>
<td>The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.</td>
</tr>
<tr>
<td>Newcastle International Airport Woollington</td>
<td>Newcastle International Airport suggest the imposition of a new stand-alone policy to safeguard the Airport from adverse impacts; or amendments to policies to add a requirement for Airport safeguarding to be considered.</td>
<td>DM24 - Environmental Protection</td>
<td>The need for amendments to Policy DM24 covering aircraft noise will require further consideration. In addition the need for a wider stand-alone Airport safeguarding policy to cover the issues raised in your representation will also be considered. For this reason further consideration of your submission is required at this time which will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.</td>
</tr>
<tr>
<td>Newcastle upon Tyne NE13 8BZ / James Cowen</td>
<td>Newcastle University proposes to relocate the existing sports facilities on Red Hall Drive to another site and requests land to the East of Red Hall Drive is considered for allocation for residential development.</td>
<td>a general comment</td>
<td>Assessment of the proposed site for suitability, availability and achievability for residential development including a review of the submitted open space, flood risk and ecology assessments is required.</td>
</tr>
<tr>
<td>Newcastle upon Tyne NE1 7RU / Richard Swann (Agent)</td>
<td>Newcastle University suggests red hat to be considered.</td>
<td></td>
<td>The Plan for Playing Pitches referred to in your submission does not appear to be the latest version of this document. The Council has an up to date Plan for Playing Pitches which was adopted in October 2015.</td>
</tr>
<tr>
<td>Newcastle upon Tyne Community First Party, 74 Falstone Avenue South West Denton Newcastle upon Tyne / Jason Smith</td>
<td>Objection to the proposed open space standards in Policy DM29 which are a reduction to the UDP standards. This policy change has not been consulted on and many residents are unaware. The policy will have a significant impact on the vast majority of wards.</td>
<td>DM29 - Protecting Open Space, Sports and Recreational Buildings</td>
<td>In order to establish local quantity standards taken forward in the DAP, extensive mapping and on site analysis has been used to assess the existing provision of open space across the city. The existing levels of open space provision are considered alongside findings of previous studies, the local needs assessment and consideration of existing and national standards or benchmarks. It is important that local quantity standards are locally derived, based on up to date evidence and most importantly achievable. The DAP includes policies to protect open space and sets out standards in order to assess both existing and future open space provision. Where green space is considered to be surplus against the standards set out in the DAP, an assessment has to be prepared to determine, amongst other considerations, whether the land could be used to address a deficiency in another open space typology before considering the space for alternative uses. This approach is in accordance with national planning policy.</td>
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<td>North East Combined Authority (NECA) / N/A</td>
<td>Metro is pursing an ambitious programme of infrastructure renewal and wishes to operate as a good neighbour and keep noise and disruption to a minimum. The wider benefits of Metro accessibility will need to be assessed against this and other DAP policies.</td>
<td>a general comment</td>
<td>The impacts of Metro infrastructure improvements on residential amenity will be a material consideration where the works require planning permission. However, as a rail operator Metro benefits from a wide range of permitted development rights which allow works to be carried out to rail infrastructure without the need for planning permission. In these cases the policies set out in the Local Plan will not affect the delivery of these works.</td>
</tr>
<tr>
<td>Northumberland County Council / Helen Dormand</td>
<td>A number of Strategic Green Infrastructure corridors and opportunity areas are proposed, some of which adjoin Northumberland and have the potential to be cross boundary.</td>
<td>a general comment</td>
<td>Issues regarding the natural environment may cross administrative boundaries. Through Duty to Co-operate the council looks forward to working with Northumberland on any cross boundary issues.</td>
</tr>
<tr>
<td>Northumbrian Water / Laura Kennedy</td>
<td>Support Policy DM25 and consider that the policy and supporting text contains useful detail to support the requirements of Policy CS17 of the Core Strategy and Urban Core Plan. Similarly, support Policy DM26 and its reference to the multifunctional nature of green infrastructure, which can include water management and flood risk reduction as part of a well planned design.</td>
<td>in support</td>
<td>Support for these policies is noted.</td>
</tr>
<tr>
<td>Persimmon Homes 2 Esh Plaza Newcastle Great Park NE139BA / Richard Holland</td>
<td>Please see the Newcastle Great Park representations sent separately.</td>
<td>in objection</td>
<td>The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.</td>
</tr>
<tr>
<td>Reuben Hiles</td>
<td>Comments on the vision of the DAP, who the document is aimed at and how people can get involved to deliver positive change. Also concerned about the development of public green space.</td>
<td>a general comment</td>
<td>Comment noted.</td>
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<td>N/A</td>
<td>Proposals for residential development on open space were assessed in accordance with local and national planning policies.</td>
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<td>Robert Mee</td>
<td>A considerably better provision of new homes in Byker than is indicated within the Draft Plan will help Newcastle City Council deliver on all the above Policies.</td>
<td>a general comment</td>
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</tr>
<tr>
<td>Space for Gosforth c/o Rupert Weare</td>
<td>Objections to policy wording and suggested alternative changes for specific policies. DM20 - the policy is not complete and gives insufficient weight to the design of the public realm including the layout of streets and how they connect. DM23 - the policy should take better account of the potential impacts on vulnerable road users. DM24 - the policy does not reflect the Core Strategy and Urban Core Plan Policy CS14 or NPPF requirements. DM25 - the policy would benefit from further clarification DM27 - this policy does not reflect the Core Strategy and Urban Core Plan Policy CS14 or NPPF requirements. DM29 - this policy will not provide the right development in the right places DM30 - This policy could be improved by an additional requirement for accessibility.</td>
<td>a general comment</td>
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<td>The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text. Policy DM29 includes ‘or’ following each policy criteria in accordance with the approach set out in the National Planning Policy Framework (NPPF) paragraph 74. The suggested wording for DM29.2 is contrary to the approach set out in NPPF. In order to establish local quantity standards, extensive mapping and on site analysis has been used to assess the existing provision of open space across the city. The existing levels of open space provision are considered alongside findings of previous studies, the local needs assessment and consideration of existing and national standards or benchmarks. It is important that local quantity standards are locally derived, based on up to date evidence and most importantly achievable.</td>
<td>DM20 Design, DM23 Residential Amenity, DM24 Environmental Protection, DM26 Protecting and Enhancing Green Infrastructure, DM27 Trees and Landscaping, DM29 Protecting Open Space, DM30 Provision of Open Space</td>
<td>Sports and Recreational Buildings</td>
</tr>
<tr>
<td></td>
<td>The allocation of sites for residential development in Byker reflects the availability and suitability of sites that meet the planning tests set out in NPPF. The points you have raised regarding the accessibility of open space in Policy DM30 are covered by Policy DM10. However, the supporting text to Policy DM30 will be reviewed. Other comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.</td>
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<td>Sport England / Dave McGuire</td>
<td>Detailed comments on policy wording for policies DM20, DM29 and DM30. Policy DM20 contains no recognition of the role that design can plan in improving health by encouraging physical activity. Concern that Policy DM29 sets standards for open space for sport contrary to national planning policy and that Policy DM30 includes no reference to the provision of recreational buildings within the policy or its explanatory text.</td>
<td>The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to Policies DM20, DM29 and DM30 and/or supporting text.</td>
</tr>
<tr>
<td>steve barrett</td>
<td>The Core Strategy documents proposed an enhancement and protection of the Ouseburn Corridor. Will this be part of a comprehensive scheme by the developer consortium? Has this been carried out in the current proposal for the development between Callerton village and Butterlaw.</td>
<td>The comments you have raised are not related to the Draft DAP. We have therefore forwarded your comments onto Development Management to provide an update. The Ouseburn Surface Water Management Plan was adopted in November 2015. This document is a material planning consideration when assessing all planning applications in the area. All of the housing sites along the Ouseburn corridor allocated within the Core Strategy and Urban Core Plan are required to meet, or have met, the discharge rates and water quality standards set out in the document for their development. This includes the development at West and East Middle Callerton. There are enhancement and protection projects which are in development along the Ouseburn corridor, including the section between Callerton Village and Butterlaw which are hoped to be implemented in the future. This work often relies on the combination of securing funding and land in order to implement schemes successfully. Groundwork and the Tyne Rivers Trust are currently looking at using some funding to improve water quality measures (likely to involve reducing run-off of pesticides and farm waste into the Ouseburn and its tributaries).</td>
</tr>
</tbody>
</table>
Comments on Policies DM15, DM16 and DM17 to ensure consistency with national planning policy.

Comments on Policy DM20, the policy as currently written lacks any guidance or measurable targets to effectively demonstrate how the policy will be delivered throughout the plan period.

Comments on Policy DM23, the Policy requires modification to ensure that it has regard to the ‘planning balance’ and includes greater clarity and flexibility for the user, otherwise it will not be found sound at Examination.

Comments on Policy DM24, the policy should be redrafted to ensure that it is proportionate and that supporting information requested alongside applications is relevant, necessary and material to the individual merits of development scheme in accordance with the NPPF.

Comments on Policy DM25 - it is essential that future developments are properly designed and planned to minimise flood risk and manage water effectively; however, we consider that the policy is not effective and is therefore unsound as drafted.

Comments on Policy DM26 - the policy could be modified to ensure that it is more consistent with national policy and in particular paragraph 173 of the NPPF which sets out that LPAs should have careful attention to viability and costs in plan-making and decision-taking.

Comments on Policy DM27 - it is considered that the policy is not consistent with national planning policy.

Comments on Policy DM28 - To ensure that the policy is found sound at Examination, we consider that changes are needed to make it more positively prepared, consistent with national policy and to incorporate wording which seeks to include opportunities to incorporate biodiversity in and around developments rather than seeking to avoid new sustainable development that may have benefits which clearly outweigh any direct or indirect adverse harm to biodiversity designations and/or habitats.

Comments on Policy DM30 - the policy should have a greater regard to economic viability to ensure that the policy is fully compliant with paragraph 173 of the NPPF which requires that the sites and scales of development identified in plans are not subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. We would expect the quantity and quality of open space requirements, which are set out in the Council’s; Open Space Assessment (2017), Plan for Playing Pitches (2015), Green Infrastructure Strategy (2011) and Planning Obligations SPD (2016) to be included within the whole plan viability testing process to ensure that new development is not subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened.

The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policies and/or supporting text.

In terms of archaeology the point ‘where preservation in-situ is not justified’ means that the council’s archaeologist will weigh up all factors when making a decision on whether preservation in situ is warranted. It is not necessary to repeat paragraph 128 of the NPPF.

Comments on protection and maintenance of open space and the amount of student housing in the city.

The Council’s parks budget has reduced significantly meaning that finding new ways of financing and running the city’s parks is essential. The Council are developing options to transfer the operation, delivery and maintenance of a large proportion of the city’s parks and allotments to a new Charitable Trust.

The development of purpose built student accommodation in the central areas of the City reflects the significant increase in students living and learning in the city over the last 10 years, and helps to alleviate residential amenity issues where students and families live in close proximity in residential neighbourhoods. However, student numbers are not expected to increase significantly in future years. Some of the units may be suitable for private rented accommodation in the future and where Council has adopted an SPD on Sustainable Communities which seeks to secure adaptable / flexible accommodation is built.
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<tr>
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<tr>
<td>Taylor Wimpey / Martyn Earle</td>
<td>Concern that the DAP Policies will add additional burden on top of the CSUCP policies and site allocations. As such object to the policies applying to the land.</td>
<td>in objection DM26 - Protecting and Enhancing Green Infrastructure, DM28 - Protecting and Enhancing Biodiversity and Habitats, DM29 - Protecting Open Space, DM23 - Residential Amenity, DM25 - Flood Risk and Water Management, DM30 - Provision of Open Space, Sports and Recreational Buildings</td>
<td>The Development Allocations Plan (DAP) is part 2 of the Local Plan and follows on from the CSUCP which formed part 1. The CSUCP allocated the large strategic sites, such as you refer to at Callerton and Kenton Bank Foot. The DAP allocates smaller urban sites along with providing development management policies which provide detailed, often criteria-based policies, supplementing and supporting the strategic policies in the CSUCP, these once adopted will replace the current UDP policies. The policies in the DAP cannot retrospectively be applied to planning approvals. However, notwithstanding any site allocation within the CSUCP, the DAP policies once adopted will apply to new planning applications where applicable. Where land is not allocated within the CSUCP as a development site, the land will be designated on the use based on the current evidence base. The designation of Strategic Green Infrastructure Corridors and Opportunity Areas show the indicative location based on the Green Infrastructure Strategy and Evidence base presented at the CSUCP examination. The designations allow for delivery of green infrastructure to complement the network of corridors by providing wildlife movement and access for people. In opportunity areas green infrastructure can be created and enhanced. New development provides the opportunity to do this and incorporate these principles into the design of the development. West Road is one of the main routes into the city centre. West Road is a designated District Centre and the quality of the buildings along the road varies. The centre would benefit from a greater convenience goods offer. It is considered that the Newcastle General Hospital site allocation for mixed use development (Policy DM9) will help to promote the wider regeneration of the area, supporting local shops and services.</td>
</tr>
<tr>
<td>Tenants and Residents or Elswick Triangle c/o Sima-Maria Bunting</td>
<td>Comments on the general appearance and use of West Road, which is a vital gateway into and out of the city.</td>
<td>a general comment DM20 - Design</td>
<td>DM21 - Shopfronts and Signage</td>
</tr>
<tr>
<td>The Royal British Legion, Victoria Buildings, 1-7 Princess Street, Manchester, M2 4DF / Andy McMullan</td>
<td>Support the use of a defined boundary to show the extent of the wildlife enhancement corridor. Requests that the term recreational buildings relates to buildings that support an existing sports facility only, for example, changing rooms and does not include standalone buildings that hold a social function within the community which have no sports and recreational provision associated with it, it would be helpful if the term recreational building was defined within a glossary.</td>
<td>a general comment DM28 - Protecting and Enhancing Biodiversity and Habitats, DM30 - Provision of Open Space Sports and Recreational Buildings</td>
<td>The term recreational buildings is used in the NPPF and relates to buildings associated with recreation or sporting activities. The Royal British Legion is not a recreational building it is classed as D2, Assembly and Leisure use defined in the Town and Country Planning Use Classes Order.</td>
</tr>
<tr>
<td>Theatres Trust 22 Charing Cross Road London WC2H 0QL / Ross Anthony</td>
<td>Comments received on the inclusion of cultural and community facilities within the DAP policy wording and suggested revisions.</td>
<td>a general comment N/A</td>
<td>The Core Strategy and Urban Core Plan Policy C57 recognises the role of public and community facilities in centres and also specifically references, that local community facilities outside of centres, will be retained where they provide an important service to the local community and remain viable. The supporting text of C57 also recognises the important contribution of community facilities whether in an allocated centre or not.</td>
</tr>
</tbody>
</table>
Concerned policy DM29 is not protecting the parks and natural spaces of the city adequately and fails to recognise that larger parks and open spaces can provide for far more outdoor benefits-active as well as passive, and thus contribute significantly to public health.

The larger parks and nature spaces are also where many access routes are to be found, some of which are Public Rights of Way. The "saved" UDP policies for open space and recreational routes should be retained and better incorporated into the DAP. We note that the saved UDP policies will be superseded by the new plan and we feel this is premature.

The forum notes the inclusion of existing Public Rights of Way on the policies map but we would like to see these included in the key and we would also ask that you plot proposals for "missing links" and path upgrades (e.g. Bridleway), clearly shown as they were on the former Unitary Development Plan map.

The forum suggests that Newcastle City Council establish a working group involving representatives of other access organisations, disability organisations, and possibly wildlife and landscape/greenspace interests, as well as council officers and developer representatives.

The site is located within the Green Belt. It was designated within the Green Belt in the Core Strategy and Urban Core Plan (CSUCP). It does not form part of the existing Hannah Colliery Employment sites and is not located within the settlement boundary of Woolsington so Policy DM31 does not apply.

As part of the CSUCP, Part 1 the Council carried out an extensive call out for Green Belt Sites. As part of the DAP, Part, a further call out for sites was carried out as part of the Housing and Economic Land Availability Assessment (HELAA) this sought the submission of future development sites in the urban area, specifically excluding green belt land. This is in compliance with the National Planning Policy Framework (NPPF), which states: the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence. Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period. As there are no exceptional circumstances which would warrant a further review or call out for sites in the green belt the boundaries in the plan period (2010-30) will remain.

The comments you have raised relate to the Core Strategy and Urban Core Plan (CSUCP) (Part 1 of our Local Plan) which was adopted in 2015. Policy CS19 of the Core Strategy designates the Tyne and Wear Green Belt boundary within the city and the purposes for including this land within the Green Belt. High Gosforth Park, which includes Newcastle Racecourse, falls within the Green Belt designation as it fulfils a number of the purposes of Green Belt land, including preventing the merging of settlements, safeguarding the countryside from encroachment, checking unrestricted sprawl and assisting in urban regeneration.

The terminology in relation to 'Major developed sites' in the Green Belt formed part of the now obsolete Planning Policy Guidance Note 2 (1995), however NPPF superseded this PPG note in 2012. As such the national planning policy on Green Belt matters is now contained in NPPF. Any proposals for development in the Green Belt would be considered against the proposed DAP policy (Policy DM 31 ). Policy CS19 of the CSUCP and NPPF - in particular paragraph 89 refers to exceptions to inappropriate development in the Green Belt and limited infilling/ replacement of buildings.
### Comments about Minerals and Waste

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<tr>
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<tr>
<td>Ben A Macleod</td>
<td>Policy DM34: With flats, try to stop all the recycling blowing away by getting covered recycling bins and making the binmen use them properly.</td>
<td>in support</td>
<td>Policy requirements must be directly related to the development and be fair and reasonable and related to the scale and type of development. DAP Policy DM20 (Design) requires development to deliver high quality and sustainable design through, inter alia, (10) integrating mechanical plant, refuse and cycle storage into the design of a building. DAP Policy DM12 also requires development to provide adequate drop-off and collection, servicing and loading facilities. These policies therefore requires development to provide adequate space for refuse storage and to ensure it is of a high quality design to ensure they are easily accessible for refuse collection and easily accessible to occupants of the development. These policies should therefore ensure new flats are designed to prevent refuse blowing away and to ensure they can be accessible to refuse collection operatives.</td>
</tr>
<tr>
<td>Elders Council of Newcastle, Biomedical Research Building, Campus for Ageing and Vitality / Elders Council Working Group - 10 people on older person</td>
<td>Comments on mineral extraction at Dewley Hill and recycling and refuse storage systems.</td>
<td>in support</td>
<td>The points you raise are covered in the National Planning Policy Framework (NPPF) and therefore should not be repeated in Local Plan policies, which requires Mineral Planning Authorities to plan for a steady and adequate supply of minerals. The points you raise regarding recycling and refuse are covered in other policies, namely Policy DM34 - Recycling and Refuse Storage Provision. Individual policies need to be read in conjunction with wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan) policies.</td>
</tr>
<tr>
<td>Environment Agency / Samantha Curtis</td>
<td>Suggests the addition of the word ‘quality’ to point xii of Policy DM32.</td>
<td>a general comment</td>
<td>Evidence which has been prepared to inform the Draft DAP will be reviewed and updated which will inform the preparation of the Submission Draft Plan. The review of evidence may result in a change to policies and/or supporting text in the Submission Draft. Policy DM32 requires any future mineral extraction at Dewley Hill to ensure no unacceptable adverse impacts on (xii) the flow and quantity of surface and ground water and drainage. It is not considered necessary to note that an Environmental Permit may be required as this will lie outside of the remit of planning and is not a material consideration.</td>
</tr>
<tr>
<td>Gillian Brown</td>
<td>Why is there no mention in the plan of the proposed coal extraction site at Dewley Hill?</td>
<td>in objection</td>
<td>Policy DM33 identifies Dewley Hill site as an Area of Search for the extraction of coal and other secondary minerals. The acceptability of working on this site will be assessed in line with national and local plan policies, including DAP Policy DM32.</td>
</tr>
<tr>
<td>Harworth Estates / Samantha Curtis</td>
<td>Supports the allocation for part of the site under Policy DM33. The site allocated under this policy is described as ‘agricultural land within the Green Belt’ we request that the wording is revised to reflect that part of the site has been mined previously and therefore is of low agricultural value.</td>
<td>in support</td>
<td>Policy DM33 identifies the site at Dewley Hill as an Area of Search for the extraction of coal and other secondary minerals. The acceptability of working on this site will be assessed in line with national and local plan policies, including DAP Policy DM32.</td>
</tr>
<tr>
<td>Highways England / Paul Denson</td>
<td>Comments on the wording of Policy DM32.</td>
<td>a general comment</td>
<td>Comments noted.</td>
</tr>
<tr>
<td>HI BANKS AND CO LTD / INKEMAN HOUSEST JOHN’S ROAD MEADOWFIELD INDUSTRIAL ESTATE DH4 1HD</td>
<td>Comments on the wording of DM32 Mineral Extraction and Reclamation seeking impact to be kept to a minimum and requiring longer term management of restored sites.</td>
<td>in support</td>
<td>The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text. The wording of paragraph 6.18.8 in relation to aftercare periods will be reviewed.</td>
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<tr>
<td>Kingston Park Neighbourhood Forum / Kingston Park Neighbourhood Forum C/o Kingston Park Neighbourhood Forum</td>
<td>New development should incorporate mechanical waster disposal unit. Any new mineral extraction should not adversely affect housing or health and should be controlled and monitored.</td>
<td>a general comment</td>
<td>Policy DM34 covers requirements for recycling and refuse storage provision. Additional provision of mechanical waster disposal units would be controlled through building regulations. This therefore would fall beyond the scope of this document as planning policies must be related to the development of land.</td>
</tr>
<tr>
<td>Lambert Smith Hampton 41 Grey Street, Newcastle / Samantha Lambert Smith Hampton 41 Grey Street, Newcastle / Alison Blackburn Curtis</td>
<td>Supports the allocation for part of the site under Policy DM33. The site allocated under this policy is described as ‘agricultural land within the Green Belt’ we request that the wording is revised to reflect that part of the site has been mined previously and therefore is of low agricultural value.</td>
<td>in support</td>
<td>Policy DM33 addresses the considerations relating to mineral extraction. The Policy states that mineral operations will only be supported where it can be demonstrated that all material social, economic and environmental impacts that would cause harm can be eliminated or mitigated. This includes impacts upon human health and the needs for a detailed restoration and aftercare strategy. Paragraph 6.18.8 sets out that “where appropriate restoration bonds will be sought as a safeguard to ensure that minerals sites are restored to a high standard”. This policy would ensure mineral extraction would not adversely affect housing or cause health hazards.</td>
</tr>
<tr>
<td>Matt Hall</td>
<td>Concerned about recycling and waste.</td>
<td>a general comment</td>
<td>The Draft Policy DM34 sets out the Council's planning policy to manage the provision of waste.</td>
</tr>
<tr>
<td>Natural England Same address / Ellen Natural England Same address / Ellen Bekker</td>
<td>Important to consider the impact that mineral extraction at Dewley Hill may have on Hallow Hill SSSI at an early stage.</td>
<td>a general comment</td>
<td>Policy DM328 requires development to consider impacts on Sites of Special Scientific Interest. Policy DM32 states that the extraction of minerals will only be permitted, subject to such proposals having no unacceptable adverse impact on (iii) nationally or locally designated wildlife sites, protected species and their habitats and ecological networks. Any mineral extraction application at Dewley Hill Area of Search would therefore need to demonstrate no unacceptable adverse impacts on Hallow Hill SSSI.</td>
</tr>
<tr>
<td>Newcastle Disability Forum The Dene Centre Newcastle NE3 1PH / Alison Blackburn Curtis</td>
<td>Comments on the Council’s approach to recycling.</td>
<td>a general comment</td>
<td>Policy DM34 sets out development requirements for provision of waste facilities. As part of the Waste Commission review a comprehensive review of our Waste Strategy is currently being undertaken and this will inform the next stage of the DAP.</td>
</tr>
<tr>
<td>Newcastle Green Party / Alistair Ford</td>
<td>Objects to the extraction of minerals, the extraction of fossil fuels should not be allowed due to the unacceptable adverse impacts on national greenhouse gas emissions and the ability of the UK to meet its climate change obligations.</td>
<td>in objection</td>
<td>The points you raise are covered in the National Planning Policy Framework (NPPF) and therefore should not be repeated in Local Plan policies. The policy is in accordance with the broader Policy C520 of the Core Strategy and the NPPF where in paragraph 143, where it states that “Local Plans should identify and include policies for extraction of mineral resource of local and national importance in their area” and defined mineral safeguarding areas. The NPPF requires local planning authorities to adopt appropriate policies in order that known locations of specific minerals resources of local and national importance are not needlessly sterilised. The NPPF and associated National Planning Practice Guidance does not require mineral extraction to have no unacceptable impact upon national greenhouse gas emissions or the ability of the UK to meet its climate change obligations. It would therefore be contrary to national planning policy to insert these policy requirements into minerals policies contained within the Draft DAP. It is therefore not considered necessary to revise the policy wording.</td>
</tr>
<tr>
<td>Newcastle International Airport / James Cowen</td>
<td>Significant concerns are expressed about Policy DM33 and the impact of the Area of Search for mineral extraction on the Airport. The western edge of the runway is only 3 km away from the Area of Search. The safety of aircraft needs to be considered and the supporting text to the policy should set this out.</td>
<td>a general comment</td>
<td>The comments you have raised require further consideration and will inform the Submission Draft Plan.</td>
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| Newcastle International Airport Woolaisington Newcastle Upon Tyne NE13 8BZ / James Cowen | Concern with the potential impact on aircraft safety resulting from the use of land North of Throckley for mineral extraction. | Core Strategy Policy CS20 requires minerals development to be subject to a high standard of restoration and take account of Airport safety. Policy DM32 also requires the extraction of minerals to only be permitted subject to it having no unacceptable adverse impact upon (viii) aviation safety. It is therefore considered that aviation safety is identified as a key consideration in assessing an application for mineral extraction at the Dewley Hill area of search. The applicant would need to demonstrate that the mining operation would not adversely affect aviation safety. This would include its impact upon issues such as board strike risk and upon the standard instrument departure system. The supporting text can be amended to clarify this matter. |}

Newcastle upon Tyne Community First Party, 74 Falstone Avenue ● South West Denton Newcastle upon Tyne / Jason Smith

Northumberland County Council / Helen Dormand

Persimmon Homes 2 Esh Plaza Newcastle Great Park NE139BA / Richard Holland

Save Newcastle Wildlife c/o Rachel Locke

Newcastle upon Tyne

Object to Policy DM33 which identifies Dewley Hill as an area of search for the extraction of coal and other minerals. The transport infrastructure will struggle to cope with the impact of an open cast mine, in addition to the large scale housing development proposed in this area.

Minor suggestions from Northumberland County Council to the wording of policies DM32 and DM33 relating to minerals.

A potential mineral extraction area is identified in North Tyneside's Local Plan which overlaps into Newcastle upon Tyne close to Salters Lane, but is not identified in the DAP.

The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.

The comments you have raised relate to the Core Strategy and Urban Core Plan (Part 1 of our Local Plan) which was adopted in 2015. The matters you raise are addressed in Policy CS20 .

The need for a wider stand-alone Airport safeguarding policy to cover the issues raised in your representation will also be considered. For this reason further consideration of your submission is required at this time which will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.

The points you raise are covered in the National Planning Policy Framework (NPPF) and therefore are not repeated in Local Plan policies. The NPPF requires local planning authorities to plan positively for the extraction of minerals and Planning Practice Guidance on Minerals requires Mineral Planning Authorities to plan for the steady and adequate supply of minerals through designating Areas of Search where there is knowledge of mineral resources, but where planning permission may be granted, particularly if there is a shortfall in supply. In the case of Dewley Hill there are known reserves of coal in accessible locations identified as part of a call-out for minerals sites in support of the Draft DAP. However planning permission would only be granted for the extraction of coal from the area of search if the application complied with both national and local development plan policies, including Policy DM32 covering minerals extraction and reclamation. This includes a requirement for the development to have no unacceptable adverse impacts upon human health, including from traffic impacts. It is therefore considered that the policy is consistent with relevant policy and would ensure that to be acceptable the development would need to demonstrate adequate transport infrastructure to cope with any increased traffic associated with mineral extraction at this site.

The points you raise are in objection to the Core Strategy Policy DM32 - Minerals Extraction and Reclamation, Policy DM33 - Area of Search, Policy DM34 - Recycling and Refuse Storage Provision. The comments you have raised are addressed in Policy CS20 .

A general comment

Policy DM32 covering minerals extraction and reclamation. This includes a requirement for the development to have no unacceptable adverse impacts upon human health, including from traffic impacts. It is therefore considered that the policy is consistent with relevant policy and would ensure that to be acceptable the development would need to demonstrate adequate transport infrastructure to cope with any increased traffic associated with mineral extraction at this site.

A general comment

Policy CS20 requires minerals development to be subject to a high standard of restoration and take account of Airport safety.

The comments you have raised are in objection to Policy CS20. The North Tyneside Local Plan 2017 Policy DM32 outlines that there are locations within North Tyneside which are Mineral Safeguarding Areas, and these are outlined on their Policies Map. The area identified on the North Tyneside Policies Map close to Salters Lane is a Mineral Safeguarding Area. The purpose of the policy is to prevent non-minerals development needlessly preventing the future extraction of mineral resources of local or national importance.

Policy CS20 of the Core Strategy Urban Core Plan identifies the whole of Newcastle upon Tyne as a mineral safeguarding area due to underlying mineral deposits, which likewise seeks to prevent non-mineral developments preventing the future extraction of mineral resources. The mineral safeguarding approach of North Tyneside is therefore consistent with the Newcastle and Gateshead Core Strategy Policy CS20 Minerals.

The comments you have raised relate to the Core Strategy and Urban Core Plan (Part 1 of our Local Plan) which was adopted in 2015. The matters you raise are addressed in Policy CS20.

The comments you have raised are in objection to Policy DM32 covering minerals extraction and reclamation. This includes a requirement for the development to have no unacceptable adverse impacts upon human health, including from traffic impacts. It is therefore considered that the policy is consistent with relevant policy and would ensure that to be acceptable the development would need to demonstrate adequate transport infrastructure to cope with any increased traffic associated with mineral extraction at this site.

12 February 2018
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<td>Story Homes Ltd / Nick McLellan</td>
<td>Comments on Policy DM34 and suggested amendments to the policy wording to make it sound. The policy as written, lacks proportionality and flexibility.</td>
<td>a general comment&lt;br&gt;DM34 - Recycling and Refuse Storage Provision</td>
<td>The comments you have raised require further consideration and may result in a change to the DAP policy and/or supporting text.</td>
</tr>
<tr>
<td>susan tideswell</td>
<td>Need for fines for littering and collection of refuse.</td>
<td>a general comment&lt;br&gt;DM 34 - Recycling and Refuse Storage Provision</td>
<td>Your comment relates to litter. Planning policies must be related to the development of land and therefore the comments you have raised are not relevant to the Draft DAP.</td>
</tr>
<tr>
<td>The Coal Authority, 200 Lichfield Lane, Mansfield, Notts / Mrs Melanie Lindsley</td>
<td>The Coal Authority supports the inclusion of Policy DM32. It is also noted that Policy DM33 identifies that proposals for mineral extraction will be considered against the relevant national and local planning policy framework.</td>
<td>a general comment&lt;br&gt;DM32 - Minerals Extraction and Reclamation,DM33 - Area of Search</td>
<td>Comment noted.</td>
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### Comments about Infrastructure

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<thead>
<tr>
<th>Ben A Macleod</th>
<th>Good.</th>
<th>DM35 - Telecommunications and Digital Infrastructure</th>
<th>Comment Noted.</th>
</tr>
</thead>
<tbody>
<tr>
<td>G W Falcon</td>
<td>Please remember - not everyone has computers, mobile 'phones or access to same - remember to provide for 'pencil and paper' users.</td>
<td>a general comment&lt;br&gt;DM35 - Telecommunications and Digital Infrastructure</td>
<td>Policy DM35 does not preclude other forms of communication, but is a policy specifically aimed at telecommunications and digital infrastructure.</td>
</tr>
<tr>
<td>James Porter</td>
<td>Too many telephone wires mean supplying a fibre network via telegraph poles is not possible. Shielded fibre cable should go to premises below ground.</td>
<td>a general comment&lt;br&gt;DM35 - Telecommunications and Digital Infrastructure</td>
<td>Comment noted. The development of telecommunications and digital infrastructure is an important driver for both the local and national economies as acknowledged by Policy DM35. In order to conserve the visual and residential amenity and the character of any building, structure or locality, operators will be required to develop innovative solutions to address any impacts.</td>
</tr>
<tr>
<td>Kingston Park Neighbourhood Forum / Kingston Park Neighbourhood Forum c/o kingston Park Neighbourhood Forum</td>
<td>Broadband is becoming vital for all households, but not all services are easily used by all members of the community. Therefore other methods should be maintained.</td>
<td>a general comment&lt;br&gt;DM35 - Telecommunications and Digital Infrastructure</td>
<td>Increased development of digital infrastructure does not necessitate the loss of other communications infrastructure or services. The scope of the DAP policies must be related to development and be fair and reasonable and related to the scale and type of development. Other services may not be included in the Plan as they may not come under the scope of the planning process.</td>
</tr>
<tr>
<td>Matt Hall</td>
<td>More road works it'll be like a bomb site.</td>
<td>a general comment&lt;br&gt;DM35 - Telecommunications and Digital Infrastructure</td>
<td>Comments noted.</td>
</tr>
<tr>
<td>Reuben Hiles</td>
<td>It is important to make use of existing buildings and infrastructure, and allowing conversions.</td>
<td>a general comment&lt;br&gt;DM35 - Telecommunications and Digital Infrastructure</td>
<td>Comment noted. The Core Strategy and Urban Core Plan provides the overall strategy for making the most of existing infrastructure capacity and prioritising brownfield land.</td>
</tr>
<tr>
<td>steve barrett</td>
<td>Proper infrastructure planning of the Callerton housing allocation sites need a 'joined up' approach from the developer consortium.</td>
<td>a general comment&lt;br&gt;N/A</td>
<td>It is a planning policy requirement for the sites within the adopted Core Strategy and Urban Core Plan Neighbourhood Growth areas to be comprehensively masterplanned. The Callerton Neighbourhood Growth Area (NGA) has a masterplan which was adopted by the Council in October 2016. The masterplan was produced by a consortium of landowners and developers and sets out proposals for the sites; opportunities, constraints and proposed mitigation; high level design principles design and infrastructure requirements across all the Callerton NGA sites. The masterplan will be a material planning consideration when assessing planning applications for the sites within the Callerton NGA.</td>
</tr>
<tr>
<td>Comment From</td>
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<tr>
<td>Alison Whalley</td>
<td>Concern that the plan does not address sustainability and should address Climate change, depletion of resources, bio-diversity and soil loss at a local level.</td>
<td>N/A</td>
<td>The DAP has been drafted in line with national planning guidance and the policies aim to cover the areas which development management can consider. The plan for example sets specific assessment criteria for biodiversity, sustainable management of water, minerals extraction and reclamation. The adopted Core Strategy and Urban Core Plan has a policy specifically on climate change. To support the delivery of more sustainable development through the planning system we have drafted a sustainability guidance note which will be subject to consultation in the near future. The Council will also be producing a Green Infrastructure Delivery Plan to protect species and habitats this year. Recent council wide work includes a Climate Change Strategy and Action Plan 2020, this is currently being reviewed, work to establish a public private enterprise to deliver district energy networks across the city over the next 40 years and the Newcastle Waste Commission to develop a new approach to how the city deals with waste.</td>
</tr>
<tr>
<td>Ashdale Land Property Company Ltd / Martyn Earle</td>
<td>Policy DM28 adds unnecessary policy burden upon the potential future development of their Site. Considered that Policy DM23 should be amended to make appropriate reference to mitigation being considered by the Council in order to counter any potential adverse impacts on residential amenity whilst ensuring a site remains deliverable. The policy must avoid unnecessarily restricting development and or limiting the development potential of sites when appropriate mitigation could be provided. Parts of policies DM26 and DM27 are repeated.</td>
<td>N/A</td>
<td>The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.</td>
</tr>
<tr>
<td>Barratt David Wilson Homes North East / James Reid</td>
<td>Comments on the information on the Brunton Quarry site (ref. 4706) in the Housing and Economic Land Availability Assessment (HELAA) and phasing of housing delivery on this site, which potentially could come forward earlier in the Plan period.</td>
<td>N/A</td>
<td>The phasing of improvements to the A1 junctions are a matter for Highway’s England. No formal submission has been received from the developer as yet, however, any such evidence would need to be subject to review and consultation with Highway’s England. This matter does not directly affect the DAP as the allocation is adopted as part of the Council in order to counter any potential adverse impacts on residential amenity whilst ensuring a site remains deliverable. The policy must avoid unnecessarily restricting development and or limiting the development potential of sites when appropriate mitigation could be provided. Parts of policies DM26 and DM27 are repeated. The comments you have raised require further consideration and will inform the Submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.</td>
</tr>
<tr>
<td>Ben A Macleod</td>
<td>Comments that the DAP is a difficult document to understand.</td>
<td>N/A</td>
<td>It is acknowledged the draft DAP is a complex planning document, however the nature of local plan documents is set out by national planning policy. The first two chapters in the DAP explains the structure and purpose of the DAP. During the consultation period a number of drop in events were held across the city, where planning officers were available for people to ask questions about the DAP.</td>
</tr>
<tr>
<td>BizSpace / Andrea Herrick</td>
<td>Comments in relation to West 15 Business Centre, Whickham view. They support the de-allocation of the site for employment uses and consider that the site could come forward for housing development. The also point out that the Policies Map should reflect the deallocation of the site as set out in the DAP.</td>
<td>N/A</td>
<td>The site is not shown as being retained as an employment site on the DAP map. Once the DAP is adopted the Policies Map will be updated to reflect the deallocation. The points you have raised regarding the allocation of this site for residential development require further consideration and will inform the Submission Draft Plan. The site referred to will be assessed for potential for development in the HELAA. The site assessment may result in a change to the relevant policy and/or supporting text.</td>
</tr>
<tr>
<td>Byker Community Trust 17 Raby Cross Byker Newcastle upon Tyne NE6 2FF / Michelle Bell</td>
<td>When the Byker Trust was set up 4 sites were transferred to the Trust from the City Council to allow the Trust to build new homes for local people and an additional income stream. They are sites at St Lawrence Square, Bolam Street, and Byker South! Please find attached a plan extract from the transfer agreement which identifies the land development sites. It has just been brought to my attention in the last week, that three land development sites which Byker Community Trust (BCT) have a legal interest in, have been affected by the Draft Development and Allocations Plan. The Trust Chief Executive, recently met with colleagues from NCCs Fairer Housing Unit to discuss the BCT Boards appetite to take forward the Bolam Street site and design new affordable housing to meet NCCs housing need requirements. BCT have a clear legal and financial interest tied up in the land development sites and an agreement with NCC and our tenants to take them forward for housing development. It is in this vain that BCT object to the reclassification of the St Lawrence Square site and Byker South site being designated as “open space”. Both of these sites have previously been identified for social housing. St Lawrence Square had social housing built on the site, with plans for new housing considered as part of the Byker Design Competition. New build on Byker South site commenced as part of the last phase of the Byker Estate development, prior to the contractor going into receivership and housing foundations still remain in the ground.</td>
<td>N/A</td>
<td>The Byker Trust as a consultee on the Local Plan and the late response to the Draft DAP has been recorded. In terms of the sites referred to: land to the north of Bolam Street is proposed for residential development (Policy DM5) in the DAP, Land between Raby Street &amp; St. Peter’s Road (Byker South) and land to the west of St Lawrence Square were discounted from the potential housing supply in the Draft Housing and Economic Land Availability Assessment due to a lack of evidence that the sites would be achievable in the plan period. These sites will be re-assessed as potential housing sites with updated evidence.</td>
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<tr>
<td>D. Muxworthy</td>
<td>Raises concerns regarding the consultation. Considers that insufficient time has been given to allow parish councils to meet and discuss. Tried taking this form to one of the 'hubs' only to find it closed, opening hours should have been shown on the leaflets distributed. Do you really want feedback?</td>
<td>N/A</td>
<td>Consultation on the draft DAP has been carried out in line with regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 and Newcastle’s Statement of Community Involvement (SCI). The SCI sets out that the council will invite people to comment on local plan documents within the specified period of time, which will be six weeks.</td>
</tr>
<tr>
<td>Andrew Astin / Tyne / Barbara Hooper</td>
<td>Comments relating to the approach to education in the Draft DAP. Consideration needs to be given to whether there is a need for a specific criteria based policy for new education provision and whether any sites for this provision should be allocated in the DAP. Further detail may be required in a supplementary planning document or planning guidance.</td>
<td>N/A</td>
<td>Evidence which has been prepared to inform the DAP will be reviewed and updated which will inform the preparation of the Submission Draft Plan. The review of evidence may result in a change to policies and/or supporting text in the Submission Draft.</td>
</tr>
<tr>
<td>Gillian Brown</td>
<td>Is there any point in anyone making a comment, when bitter experience tells us that we will be ignored anyway?</td>
<td>N/A</td>
<td>All comments which are duly made are considered and, where appropriate, help to inform the Submission Draft Plan.</td>
</tr>
<tr>
<td>Historic England, Bessie Surtees House, 41-44 Sandhill, Newcastle upon Tyne / Barbara Hooper</td>
<td>There needs to be a more positive strategy recognising the value and opportunities presented by the historic environment. There is potential to maintain and enhance the vitality of retail centres including enhancement of heritage assets. A number of the key historic environment needs to be updated and the NPPF requires the Plan to be based on up to date evidence. The methodology for preparing the Housing and Employment Land Availability Assessment does not adequately address protection of the historic environment and evidence for any site allocations should demonstrate how historic assets have been fully assessed. The plan does not demonstrate that the development of the sites it is putting forward for development is compliant with its own policies for the protection of the historic environment. The Sustainability Appraisal contains inaccuracies relating to employment sites and surrounding historic assets and in some instances the specific level of harm is not identified or how the allocation has been justified.</td>
<td>N/A</td>
<td>The HELAA follows the methodology set out in National Planning Practice Guidance PPG for the identification of future supply of land which is suitable, available and achievable for housing and economic development uses over the plan period.</td>
</tr>
<tr>
<td>Indigo Planning on behalf of M&amp;G Real Estate / Andrew Astin</td>
<td>Objection relating to the extent of Shields Road District Centre and the floorspace threshold for assessing retail impact.</td>
<td>N/A</td>
<td>The retail boundary of Shields Road District Centre has been contracted to exclude the southern end of Heaton Road which includes a limited offer. Shields Road is the largest district centre and it is not considered that the extension of the centre to incorporate Newcastle Shopping Park is appropriate. The boundary of the centre has been contracted to focus the offer. Newcastle Shopping Park may support linked trips between the Shopping Park and the District Centre, however, the two function separately. Newcastle Shopping Park does not include the range of shops and services on offer in a District Centre and functions as a retail shopping park with a large surface car park and large retail units. Evidence which has been prepared to inform the Draft DAP will be reviewed and updated which will inform the preparation of the Submission Draft Plan. The review of Local Floorspace Threshold evidence may result in a change to Policy DMA and/or supporting text in the Submission Draft.</td>
</tr>
</tbody>
</table>

**Note:**

- **Department for Education / John Pilgrim**
- **Environment Agency / Lucy Mo**
- **Lucy Mo**
- **Gillian Brown**
- **Historic England, Bessie Surtees House, 41-44 Sandhill, Newcastle upon Tyne / Barbara Hooper**
- **Indigo Planning on behalf of M&G Real Estate / Andrew Astin**
<table>
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<tr>
<td>Kingston Park Neighbourhood Forum / Kingston Park Neighbourhood Forum / c/o Kingston Park Neighbourhood Forum</td>
<td>It is good that the public are kept informed about the plans for the future of the city.</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Lambert Smith Hampton 41 Grey Street, Newcastle / Samantha Curtis</td>
<td>Supports the allocation for part of the site under Policy DM33. The site allocated under this policy is described as &quot;agricultural land within the Green Belt&quot; we request that the wording is revised to reflect that part of the site has been mined previously and therefore is of low agricultural value. Whilst the southern part of the site will not fall within the application to be submitted by Banks for the surface coal mine, our client would like us to make the Planning Authority aware that they have aspirations for that land in the future.</td>
<td>N/A</td>
<td>Policy DM33 identifies the site at Dewley Hill as an area of search for the extraction of coal and other secondary minerals and for no other use. The agricultural quality of the site does not affect its Green Belt status and associated contribution to the openness of the Green Belt. The comments you have raised relate to the Core Strategy and Urban Core Plan (Part 1 of the Local Plan) which was adopted in 2015. The site falls within the Tyne and Wear Green Belt and accordingly any future use of the site would have to be determined in accordance with relevant national and local Green Belt policies. The matters raised are addressed in Policy CS19 which sets out the Green Belt boundary covering Newcastle upon Tyne and purposes of including land in the Tyne and Wear Green Belt. It is not considered that including a reference to part of the site having already been worked will materially change the criteria set out in Policy DM32 which includes ensuring no unacceptable adverse impacts on (x) soil resource.</td>
</tr>
<tr>
<td>Marc</td>
<td>The Metro should be extended to the west of the City.</td>
<td>N/A</td>
<td>Comments noted.</td>
</tr>
<tr>
<td>Matt Hall</td>
<td>Objects to decisions made and considers that people's wellbeing has been ignored.</td>
<td>N/A</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>maurice cairns</td>
<td>Request for a plan of the building work in Throckley.</td>
<td>N/A</td>
<td>The comments you have raised are not related to the Draft DAP. For details of planning applications within the Throckley area, including plans, please visit the planning portal at: <a href="http://www.newcastle.gov.uk/planning-and-buildings/planning-applications/search-and-comment-on-planning-applications">http://www.newcastle.gov.uk/planning-and-buildings/planning-applications/search-and-comment-on-planning-applications</a></td>
</tr>
<tr>
<td>Newcastle Disability Forum The Dene Centre Newcastle NE3 1PH / Alison Blackburn</td>
<td>Potential for a policy to encourage the use of methane gas to power vehicles, and the heating of homes and buildings</td>
<td>N/A</td>
<td>The comments you have raised are not related to the Draft DAP. The DAP covers detailed policies for managing development. The comments you have raised relate to the Core Strategy and Urban Core Plan (Part 1 of our Local Plan) and are addressed in Policy CS16 which sets out that development will need to be sustainable and address impacts on climate change emissions through meeting criteria. The use of methane gas to heat properties could therefore form part of a range of wider measures to reduce CO2 emissions and optimise low carbon energy.</td>
</tr>
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12 February 2018
Newcastle University is committed to improving the operational efficiency of its land and buildings. Following the proposed enhancements to Cochrane Park sports grounds around the site at Red Hall Drive may become surplus to operational requirements. As such the university wish to protect the potential future development options for the site. The Red Hall Drive site is approximately 4.2ha and currently consists of a large proportion of open space, which incorporates three grass playing pitches of poor quality. It is considered that the existing playing pitches at Red Hall Drive may not be retained in the medium to long term. The University would therefore wish the land to be included within the list of sites being suitable for consideration by Newcastle City Council for future residential development.

It is considered that the Newcastle University’s site at Red Hall Drive could contribute to the City’s 5 year housing land supply and assist in the boosting of the supply of housing within Newcastle. As the SYHLS is a minimum target, not a maximum and we propose that the site should be allocated for residential development and contribute to the supply of housing within the 1-5 and 6-10-year period. Whilst the housing trajectory shows that the Council believes that they will be meeting over and above their CSUCP housing targets, the HELAA provides the framework to ensure that the Council meets the minimum requirements and is therefore not a maximum target. Additionally, as the Council has a significant undersupply, particularly from 2010/11 and 2012/13, all opportunities to rectify this shortfall within the 5-year period should be considered.

NU have submitted a planning applications for land at Cochrane Park. The University is committed to reviewing its sporting facilities and as such has submitted a planning application for the enhancement of its sporting facilities at Cochrane Park, adjacent to the Red Hall Drive site. The relocation of the playing pitches at Red Hall Drive will consolidate the sports facilities at Cochrane Park and will provide improved facilities that will continue to be available for community use. There is currently a surplus of football and rugby pitches within the site area and therefore the consolidation of the playing pitches for rugby and football will not result in a detriment to existing provision. The application seeks to significantly improve the sporting offer at the site which will include the provision of three floodlit artificial turf pitches available for uses which include rugby, football and lacrosse. Additionally, the application includes an extension to the existing pavilion, which will comprise new changing facilities to cater for the increased sporting use on the site as well as internal alterations, new car parking and new access.

It is considered that there is currently adequate supply of open space within the Dene Ward area, and the development of Red Hall Drive for residential use, when balanced against boosting significantly the supply of housing, would not result in a detrimental impact to the amount or quality of open space available within the local area.

Initial transport assessment and ecological appraisals have been submitted with the response. The transport report states that operational assessments would be required to assess the transport related impacts of the proposed development on the local highway network this could include the junctions at Etherstone Avenue/Red Hall Drive and potentially the Red Hall Drive/A1058 Coast Road/Benfield Road signal controlled junction in addition to the site access. On this basis of the preliminary ecology report further survey work is recommended to determine the full ecological potential of the site. Bat, bird species require further work and trees within the site are considered to be of value. An initial drainage assessment has been undertaken to determine if there are any potential drainage or flooding issues which may impact the development of the site for residential use. The report states that the Environment Agency’s (EA) flood map for planning indicates that the site lies within Flood Zone 1 and recommends potential sustainable urban drainage solutions to be incorporated into a scheme.
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<tr>
<td>Newcastle upon Tyne Community First Party, 74 Falstone Avenue • South West Denton Newcastle upon Tyne / Jason Smith</td>
<td>Considers that the draft DAP Consultation period of 6 weeks was not long enough given the significant implications for the city. The DAP includes many controversial issues which local residents have been given little opportunity to comment on, with many people unaware of this consultation.</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>Norma Urquhart</td>
<td>No.</td>
<td>N/A</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Ouseburn Trust / Ouseburn Trust - consulted 41 members c/o Chris Bamard, Ouseburn Trust</td>
<td>Broadly supportive but requests minor amendments to the DAP Policies to reflect the Core Strategy objectives with regard to the Ouseburn – e.g. re-zoning the map to reflect Core Strategy objectives.</td>
<td>N/A</td>
<td>The comments you have raised relate to the Core Strategy and Urban Core Plan (Part 1 of our Local Plan) which was adopted in 2015. The matters you raise are addressed in Policy Q01.</td>
</tr>
<tr>
<td>Persimmon Homes 2 Esh Plaza Newcastle Great Park NE139BA / Richard Holland</td>
<td>The development industry would like to meet and discuss the implications, further work and reasons for our objections especially on the DM6 and 7 policies. We feel strongly that the work done to date is insufficient to support the adoption of these policies and as such object on the strongest possible grounds.</td>
<td>N/A</td>
<td>Detailed concerns in relation to policies DM6 and DM7 will be assessed before the council publishes the next stage of the DAP.</td>
</tr>
<tr>
<td>Peter Couchman</td>
<td>Concern that the DAP map is misleading, and does not show planning approvals and DAP designations different from what has been granted permission.</td>
<td>N/A</td>
<td>The consultation on the DAP addressed the policies and proposals in the Draft Development and allocations Plan rather than the Core Strategy and Urban Core Plan which was adopted in 2015 and therefore not for consultation. Thus the draft DAP policies map is neither a reflection of adopted allocation sites nor current/past planning permissions, on adoption however, there will be one composite Policies map for Newcastle combining the Core Strategy and Urban Core Plan and the Development and Allocations Plan allocation sites and policy notations. All planning applications are assessed against both national policy in the NPPF and the Councils Local Plan which is currently the adopted Unitary Development Plan (UDP). The consideration of a planning application will assess the different merits of the development and seek to provide a balanced decision. We use an ordnance survey basemap. This is periodically updated. So recently completed development will not be shown until this mapping is updated and approved planning applications will not be displayed until built and mapping updated. The designation of Strategic Green Infrastructure Corridors and Opportunity Areas does not prohibit development within these areas. The designations allow for delivery of green infrastructure to complement the network of corridors by providing wildlife movement and access for people. In opportunity areas green infrastructure can be created and enhanced. New development provides the opportunity to do this and incorporate these principles into the design of the development.</td>
</tr>
<tr>
<td>Reuben Hiles</td>
<td>Comments on the nature and content of the DAP. Comments on the East Pilgrim Street Development Framework.</td>
<td>N/A</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>Richard Foster</td>
<td>Comments on the designation of open space at Summerhill Square. Concern is expressed that it includes areas that are not open space or open space that is missing from the Policies Map.</td>
<td>N/A</td>
<td>Open Space protected by the policies in the DAP include parks and gardens, play areas, amenity green spaces, natural and semi-natural environments, outdoor sport space and allotments. This is explained in the protecting open space section of the DAP. Due to the number of policies which have to be shown on the DAP Policies Map, these individual open space typologies have not been shown. Open spaces mapped are those which currently form part of useable open space. The comments raised regarding boundaries of open space will be reviewed and the DAP policies map amended accordingly.</td>
</tr>
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12 February 2018
The Coal Authority assumes that all of the site allocations proposed have been considered against specific circumstances or local market factors. The evidence base should focus on assumptions and assumptions across differing market value areas.

Viability evidence produced in the Draft DAP evidence base addressed viability of schemes of varying size (notional schemes) across each of the geographic viability profile areas, the boundaries of which have been the subject of a number of previous consultations. The strategic testing using 'notional' schemes is the approach taken for the Core Strategy and Community Infrastructure Levy, and incorporates site abnormal and policy cost assumptions across differing market value areas.

The assessment built on the viability assumptions that were thoroughly tested at the CSUCP local plan examination in 2014 and the CIL examination in 2016 with updated costs and values. Thus the viability appraisals have been built upon significant discussions and external examination. The discrete viability assumption consultation in October 2017 on a viability questionnaire thus repeats previous consultation with the industry to consider any changes to circumstances /assumptions. Analysis of the comments raised through consultation on the justification of Policies DM6 and DM7 will be considered including a more detailed report on viability impacts.

The DAP seeks to protect functioning employment within the City from loss and inappropriate development. The site in question is home to a number of operational industrial uses and as such requires protection. Housing sites cannot be allocated within the DAP unless the site is ‘available’, and as it is currently occupied, the site is therefore unavailable or housing development. The Council acknowledges the importance of bringing forward new housing to meet the needs of residents across the City but it is also important to protect employment land in order to ensure the continued prosperity of the City’s economy.

The online tool has helped to inform the progress the site assessments and allocations, alongside the policies proposed in the DAP local plan.

The points you raise are covered in other policies. Individual policies need to be read in conjunction with the wider Draft DAP and Core Strategy and Urban Core Plan (Part 1 of our Local Plan) policies. Adopted Policy CS13 of the Core Strategy states that the Council will promote sustainable travel choices including improving equality of access to transport for everyone and protecting and enhancing pedestrian routes, cycle networks and rights of Way.

Policies contained in the DAP support Newcastle’s vision and strategic objectives that are set out in the Core Strategy. Council priorities are also set out in the Council Plan.

The comments you have raised require further consideration and will inform the submission Draft Plan. They may result in a change to the relevant policy and/or supporting text.

The Council are currently consulting on Part 2 of the Local Plan - the Development and Allocations Plan. Information made available at the Public Consultation events relates to this Plan. Sites allocated in the Core Strategy and Urban Core Plan, adopted in 2015 including Dinnington and Kenton Bank Foot, are not part of this consultation. However, plans showing the relationship between these two plans were made available at the Kington Park event.

There are 2 sites proposed for allocation in the Development and Allocations Plan at Newcastle Great Park that have yet to be developed and were not allocated in the Core Strategy and Urban Core Plan.

The comments you have raised require further consideration and will inform the Submission Draft Plan and the next Annual Monitoring Report. They may result in a change to the relevant policy and/or supporting text.

However, the monitoring framework for the Core Strategy is incorporated into the plan itself and no further changes were requested by the Plan inspector for Newcastle and Gateshead.

The Council needs to include more robust triggers to ensure that the plan is stringently monitored and found sound at Examination.

The NPPF states that the City’s life should be promoted through social media, the consultation was advertised in the local press. The Council’s City Life publication included a feature on the DAP which is delivered in the City.

A consultation plan was developed and events were held across the city. As well as being promoted through social media, the consultation was advertised in the local press. The Council’s City Life publication included a feature on the DAP which is delivered in the City.

The online tool has helped to inform the progress the site assessments and allocations, alongside the policies proposed in the DAP local plan.

The comments you have raised require further consideration and will inform the Submission Draft Plan and the next Annual Monitoring Report. They may result in a change to the relevant policy and/or supporting text.

However, the monitoring framework for the Core Strategy is incorporated into the plan itself and no further changes were requested by the Plan inspector for Newcastle and Gateshead.

Concern about public awareness of public consultations and reliance on social media.
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<td>Tyne and Wear Passenger Transport Executive (Nexus) Limited / Andrew Moss</td>
<td>Comments regarding a parcel of land and whether the site is within the Green Belt. Clarification is sought in relation to the designations which apply to the site. If the site is in the Green Belt it is requested that it be removed from the Green Belt. Nexus would welcome the opportunity to have discuss matters with the Council on the issues arising.</td>
<td>N/A</td>
<td>The site is located within the Green Belt. It was located within the Green Belt in the Core Strategy and Urban Core Plan and no change has been made. The Premier Inn, and car park and Prestwick Terrace are not in the Green Belt. Development in the Green Belt would constitute a departure from policy and as such would require 'very special' circumstances to merit a positive response.</td>
</tr>
<tr>
<td>Tyne and Wear Public Transport Users Group (around 300 members). c/o Alistair Ford</td>
<td>We would implore the council to adopt modern integrated land-use and transport planning policies.</td>
<td>N/A</td>
<td>Comment noted</td>
</tr>
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</table>
5 October 2018

If you need this information in another format or language please contact the sender.

Newcastle City Council's Pre-Submission Development and Allocations Plan Public Consultation

Dear Sir/Madam,

I would like to invite you to make representations on Newcastle City Council's Pre-Submission Development and Allocations Plan (DAP).

The DAP is the second part of Newcastle’s Local Plan. The Local Plan is a collection of documents that will guide the future development in Newcastle to 2030.

Part 1 – Core Strategy and Urban Core Plan (CSUCP) - Adopted March 2015
Part 2 – Development and Allocations Plan (DAP) – Currently being prepared and the DAP is the subject of this consultation

The DAP plays an important role in shaping the future of Newcastle. It provides more detailed policies to support and help to deliver the strategic policies set out in the CSUCP, by including:

- Policies which will be used to make decisions on planning applications;
- Allocations of housing and employment sites to support the CSUCP;
- Designations of retail centre boundaries and sites for environmental protection.

How to have your say

We consulted on the draft version of the DAP back in 2017. Since then we have made changes to the DAP in response to your comments and updated evidence.

This consultation on the pre-submission DAP is the last opportunity to make comments before the DAP is sent to a planning inspector to be examined. The consultation will last for six weeks from 5 October to 16 November 2018. All comments should be received by the council no later than 5pm on the final day of consultation.

There are a number of ways you can get involved:
Consultation Events

The council will be hosting a number of drop in events at the city library, where officers will be available to discuss the DAP and answer any questions that you may have.

City Library, 33 New Bridge Street West, Newcastle upon Tyne, NE1 8AX

<table>
<thead>
<tr>
<th>Date</th>
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<tbody>
<tr>
<td>Saturday 6 October</td>
<td>10 am – 12 pm</td>
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<tr>
<td>Tuesday 9 October</td>
<td>5 – 7 pm</td>
</tr>
<tr>
<td>Thursday 18 October</td>
<td>5 – 7 pm</td>
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<tr>
<td>Monday 22 October</td>
<td>12 – 2 pm</td>
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<tr>
<td>Tuesday 30 October</td>
<td>12 – 2 pm</td>
</tr>
<tr>
<td>Saturday 10 November</td>
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Community hubs

We will also have displays in community hubs across Newcastle, where information about the DAP will be available.

<table>
<thead>
<tr>
<th>Community Hub and Library</th>
<th>Address</th>
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<tbody>
<tr>
<td>City Community and</td>
<td>33 New Bridge Street West</td>
</tr>
<tr>
<td>Information Hub and Library (City Library)</td>
<td>Newcastle upon Tyne NE1 8AX</td>
</tr>
<tr>
<td>Charles Avison Building</td>
<td></td>
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<tr>
<td>Outer West Community and</td>
<td>Denton Way</td>
</tr>
<tr>
<td>Information Hub and Library</td>
<td>Denton Park</td>
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<tr>
<td>Outer West Library</td>
<td>Newcastle upon Tyne, NE5 2QZ</td>
</tr>
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Website

Visit [www.letstalknewcastle.co.uk](http://www.letstalknewcastle.co.uk) or [www.newcastle.gov.uk/localplan2](http://www.newcastle.gov.uk/localplan2) to complete our consultation response form.

By email

Email planningpolicy@newcastle.gov.uk

By post

The completed consultation response form can be posted to: Newcastle City Council, Planning Policy, 9th Floor, Barras Bridge, Newcastle upon Tyne, NE1 8QH.

If you have any questions, please do not hesitate to contact a member of the Planning Policy Team.

Yours faithfully,

Kath Lawless
Assistant Director Planning
Pre-Submission Development and Allocations Plan

Consultation Response Form

Consultation runs from 5 October to 16 November 2018

This form is for making comments on the Pre-Submission Development and Allocations Plan (the Plan) published by Newcastle City Council.

Please refer to the guidance note published separately before completing this.

Comments must be received by 5pm on 16 November 2018.

Parts 1 and 2 of this form must be completed. Comments received after this date may not be considered.

For every policy, paragraph, section, figure or table that you wish to make comments on, a separate response form must be completed.

Completed response forms can be returned either by;

Email: planningpolicy@newcastle.gov.uk

Post: Newcastle City Council, Planning Policy, 9th Floor, Newcastle Civic Centre, Barras Bridge, Newcastle upon Tyne, NE1 8QH.

To: Planning Officers at one of the drop-in events, details of which can be found on our website at: www.newcastle.gov.uk/localplan2
**PART 1 PERSONAL DETAILS**

This part of the form must be completed. We cannot register your response form without your personal details.

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Please use a separate response form for each comment.

1. To which part of the Plan does your comment relate to?

Please identify which policy reference, paragraph, section, figure or table that you are commenting on:

Policy
Paragraph
Section
Figure
Table
Policies Map

2. Do you support this policy/paragraph/section/figure or table?

☐ Yes (continue to question 3)
☐ No (continue to question 4)
☐ Yes, with minor changes (continue to question 6)
3. Please explain why you support the policy/paragraph/section/table or figure.

4. If you answered no, please choose from the options below why you consider the policy/paragraph/section/figure or table is unsound?

   It is because it is not:

   - [ ] Justified
   - [ ] Compliant with law
   - [ ] Consistent with national policy
   - [ ] Positively prepared
   - [ ] Effective
   - [ ] Compliant with duty to cooperate

   Please refer to the guidance note for further explanation of these requirements
5. Please give details of why you consider the policy/paragraph/section/table or figure is unsound.

Please be as precise as possible.

6. Please set out the change(s) you consider necessary to make the Plan sound or legally compliant.

Please be as precise as possible in your response. It would be helpful to suggest revised wording of a policy, paragraph or section.
7. If your comment is seeking a change to the DAP, please indicate if you would like to attend and participate at the Public Examination?

☐ Yes (Continue to question 8)  ☐ No (Continue to question 9)

8. If you would like to participate at the Public Examination, please provide details as to why you consider this to be necessary.


9. Please indicate if you would like to be kept informed of the progress of the DAP.

☐ Yes, I would like to be informed
☐ No, I don’t want to be kept informed
Data Protection Notice: General Data Protection Regulation (GDPR) 2018

Comments cannot be treated as confidential. All responses received will be held by the council in accordance with the General Data Protection Regulation 2018. Your name, organisation (if applicable) and comment may be made available to the public.

Your personal data, i.e. postal address, email and telephone numbers will not be publicly available. We will use your contact details to notify you of the Plan as requested in question 9. However, your contact details will be shared with the Planning Inspector for the purposes of the Public Examination.

Please note that all comments will be held by the Council on the policy database for the duration of the Local Plan (2030). By submitting a representation on the Plan you confirm that you agree to this and accept responsibility for your comments.

Please read our Privacy Notice which sets out how we use information in the course of our work as a Local Planning Authority [https://www.newcastle.gov.uk/planning_privacy_notice.pdf](https://www.newcastle.gov.uk/planning_privacy_notice.pdf)
Appendix 15 – Summary of Social Media

Newcastle City Council published six Facebook event posts which were seen in total 3,879 times, with 21 link clicks.
Appendix 16 - Press Notice

NORTH TYNESIDE COUNCIL
VARIOUS ROADS, NORTH TYNESIDE (TEMPORARY RESTRICTION ON TRAFFIC) ORDER 2018

NORTH TYNESIDE COUNCIL gives notice that it intends not to make any of the following Orders for seven days from the date of this Notice to make any of the aforementioned Orders.

1. Appendix 16 - Press Notice

This Notice is to prohibit all through traffic on the following roads for the following reasons:

- A3709 Avenue at the junction of Tynemouth Road to the Roundabout and Kent Avenue Lane, with diversion route via Tynemouth and North Shields.
- Temporary Order is required to allow duct installation and will come into force on 15 October 2018 for not exceeding two days.
- A3709 Road at Holywell Level Crossing for an extent of 100m and will come into force on 27 October 2018 and will remain in force until 28 of October at 05:30 hours.
- Temporary Order is required to enable maintenance works and will come into force on 29 October 2018 and will remain in force until 31 of October at 22:00 hours.
- Temporary Order is required to enable major sewer works and will come into force on 29 October 2018 and will remain in force until 31 of October at 22:00 hours.
- Temporary Order is required to allow major carriageway improvement works and will come into force on 5 November 2018 for a period not exceeding two weeks.

Notice of Consultation Period for Pre-Submission Development and Allocations Plan

Newcastle City Council has published for inspection the Pre-Submission Development and Allocations Plan (DAP). This has been prepared in accordance with Regulation 19 and 20 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

Newcastle City Council hereby gives notice that it has approved for consultation purposes the following Local Plan document:

- Pre-Submission Development and Allocations Plan
- The consultation period is from 5 October to 16 November 2018.

This is available to view on the council website at: www.newcastle.gov.uk/localplan2 During the consultation period a paper copy of the DAP is available to view at:

- Newcastle City Library, 33 New Bridge Street West, NE1 8AX
- Outer West Customer Service Centre, Denton Park, NE5 3QZ
- East End Customer Service Centre, Hadrian Square, Byker, NE6 1AL
- Gosforth Shopping Street, High Street, NE3 1JZ

Council Officers will be available to discuss the DAP at the following drop in sessions:

City Library, 33 New Bridge Street West, NE1 8AX

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For further information please contact:
Email: PlanningPolicy@newcastle.gov.uk or
Telephone: 0191 2116150

MARGARET ELIZABETH HORNE
Deceased
Pursuant to the Trustees Act, 1925 anyone having a claim against or an interest in the Estate of the deceased, late of 10 Seabury Close, Whitebridge Park, Gosforth.
Pre-Submission Development and Allocations Plan

The council is consulting on the pre-submission Development and Allocations Plan (DAP) from the 5th October to the 16th November 2018. This is part of our Local Plan, which is a set of documents that will guide future development in Newcastle to 2030.

Part 1 of the Local Plan, adopted in March 2015 is called the Core Strategy and Urban Core Plan (CSUCP) (PDF, 48.04MB, Large file). The Development and Allocations Plan (DAP) is Part 2 and provides more detailed policies to support our growth ambitions for Newcastle including:

- Policies which will be used to make decisions on planning applications
- Allocations of housing and employment sites to support Part 1
- Designations of retail centre boundaries and sites for environmental protection

Pre-Submission Consultation

We consulted on the draft version of the DAP back in 2017. Since then we have made changes to the DAP in response to your comments and updated evidence.

The Pre-Submission consultation is the last opportunity to make comments before the DAP is sent to a planning inspector to be examined. This final round of consultation is different from before. It is important that your comments are presented in a way which helps shape the examination and we are therefore asking you to comment on the DAP’s ‘soundness’ and its legal compliance.

Consultation Documents

- Pre-Submission Development and Allocations Plan (PDF, )
- Policies Map (PDF, )
- Evidence Base (PDF, )
- Leaflet (PDF, )
- Frequently Asked Questions FAQs (PDF, )
- Policy Summaries (PDF, )
- Interactive Policy Map (PDF, )
- Statement of Representations Procedure (PDF, )
- Cabinet Report (PDF, )

How to have your Say

Consultation runs from 5 October to 16 November 2018. All comments should be received by the council no later than 5pm on the final day of consultation.

There are a number of ways you can get involved:

Consultation response form
You can complete our consultation response form, using this link. A consultation guidance note has been prepared to help you fill in the form.

Alternatively you can download a consultation response form (PDF, ) and once completed;

- Email it to planningpolicy@newcastle.gov.uk
- Post it to Planning Policy, Newcastle Civic Centre, Barras Bridge, Newcastle upon Tyne, NE1 8QH

Consultation events

Attend one of the drop-in events happening at the City Library, 33 New Bridge Street West, NE1 8AX

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Call in to one of the four displays across the city to view the Plan and leave your comments at:

- City Community and Information Hub and Library (City Library), Charles Avison Building, 33 New Bridge Street West, NE1 8AX
- Outer West Community and Information Hub and Library, Denton Way, Denton Park, NE5 2QZ
- East End Community and Information Hub and Library, Hadrian Square, Byker, NE6 1AL
- Gosforth Shopping Centre, Gosforth High Street, NE3 1JZ

Next Steps

This is the last opportunity to make comments. Following consultation, all comments received will be sent to the planning inspector appointed to consider the DAP at a public examination. The examination will be to find out whether the DAP is ‘sound’ and legally compliant. The inspector will prepare a report following the examination.
Have your say on Newcastle’s Pre-Submission Development and Allocations Plan

From 5 October to 16 November 2018 we are consulting on the Pre-Submission Development and Allocations Plan (DAP)

Development and Allocations Plan

Newcastle City Council is consulting on the next stage of its Local Plan - the Development and Allocations Plan - a set of documents that will guide future development in Newcastle up to 2030.

Part 1 of the Local Plan, adopted in March 2015 is called the Core Strategy and Urban Core Plan. The Development and Allocations Plan is Part 2 and provides more detailed policies to support our growth ambitions for Newcastle including:

• Policies which will be used to make decisions on planning applications;
• Allocations of housing and employment sites to support Part 1;
• Designations of retail centre boundaries and sites for environmental protection

The plan is about providing the right development in the right places at the right time which will make Newcastle a great place to live, work and visit.

Make sure you have your say

Newcastle City Council @NewcastleCC
Pre-Submission Consultation – How to make Comments

We consulted on the draft version of the DAP back in 2017. All responses have been considered and helped to inform the DAP. Since the last round of consultation, we have amended the DAP in response to your comments and updates to evidence.

The pre-submission consultation is the last opportunity to make comments before the DAP is sent to a planning inspector to be examined. It is important that your comments are presented in a way which helps shape the examination, we are asking you to comment on the DAP’s soundness and its legal compliance.

To help complete the consultation response form, the following guidance gives detail on what is meant by the tests of soundness.

**Soundness** In order to be sound, the DAP must be:

- **Positively prepared** – This requires that the evidence base has objectively assessed the need for homes, jobs, infrastructure and service requirements, including unmet requirements from neighbouring authorities where it is reasonable and consistent with achieving sustainable development.

- **Justified** – The policies in the DAP must form an appropriate development strategy for Newcastle, when considered against alternative strategies. The evidence base used to inform the policies should be balanced, credible and robust.

- **Effective** – The DAP can demonstrate that it can deliver what it sets out to do within the plan period;

- **Consistent with national policy** – The DAP should be aligned with the National Planning Policy Framework and help to deliver sustainable development.
Legal Compliance

- The DAP is required to have been prepared in accordance with all relevant legislation, including the duty to co-operate. This duty is a legal requirement that local authorities co-operate with other local authorities when preparing Local Plans.

There are multiple policies contained within the DAP and these have been themed into the following areas to help consultation and engagement:

**Economic Prosperity**

Newcastle is growing. We need to make sure we can continue to thrive and encourage employers to stay here, attract new businesses and create jobs for future generations.

By 2030 the Plan aims to create 14,000 jobs across the city. We therefore need to make sure that we make land available to create employment opportunities.

The Plan also covers policies relating to retail centres and the importance they play in local communities. It also protects these by requiring Impact Assessments for retail and leisure development outside of designated areas.
**Homes**

Part 1 of the Local Plan identified the need to plan for 21,000 new homes in Newcastle by 2030.

To deliver Newcastle’s future housing needs, this Plan allocates sites for future housing development in addition to those already identified in Part 1 of the Local Plan.

The allocations in this Plan will provide greater certainty on the delivery of new homes and help bring forward a range of sites with a mix of housing types.

The Plan sets out space standards and the council’s approach to accessible and adaptable accommodation to make sure that new homes respond to residents’ needs, remain attractive to future generations and meet the city’s housing requirements.

**Transport**

Part 1 of the Local Plan set out the need for an integrated transport network to support sustainable development in Newcastle.

Policies set out in this Plan will support the delivery of this by requiring new development to:

- Improve accessibility for walking and cycling
- Promote the use of public transport
- Provide safe, secure and useable vehicle and cycle parking
- Manage the impact that development has on the highway network

This Plan defines the hierarchy of roads in order to support the management and movement on the highway network.
People and Place

The Plan includes policies to preserve, protect and enhance the city’s natural and historic environment.

It places importance on protecting and conserving our heritage assets, to reduce any negative impact of development.

The protection and enhancement of green infrastructure is set out here, including addressing the environment, ecology and flood risk.

Infrastructure and Delivery

New development will add pressure to existing infrastructure and we need to make sure we understand the impact this will have, particularly on telecommunications and digital infrastructure.

This is recognised as a key driver for both local and national economies. The Plan will therefore set out the role of enhanced services and infrastructure in providing more sustainable communities and create more employment opportunities by providing attractive cutting-edge infrastructure.
What’s changed from Draft DAP?

We consulted on the draft version of the DAP back in 2017. All responses have been considered when preparing this Pre-Submission version of the DAP.

Since the last round of consultation, we have made amendments to the DAP in response to your comments and updates to evidence. We have set out below some of the key changes that your comments have helped shape.

**Economic Prosperity**

- Reviewed employment site boundaries to reflect comments from statutory bodies
- Further detail has been provided to recognise that centres have a wider role and function in local communities

**Homes**

- Reviewed housing site allocations to ensure these sites deliver our growth ambitions
- Committing to accessible and adaptable standards and specialist housing, helping to meet future housing and care needs
- Reviewed the sites and housing policies to ensure they are achievable

**Transport**

- Further detail has been provided to promote commitment to ensuring development is accessible by public transport, and help to promote sustainable transport choices
- References to a number of Council wide strategies have been included to support an integrated transport network

**People and Place**

- Included an airport policy which seeks to address safety issues relating to the location of the airport
- Incorporated the need for the design of schemes to make best use of land and consider crime prevention
- Further detail has been provided to ensure development addresses any environmental and health impacts
How to have your say
Consultation runs from 5 October to 16 November 2018.
There are a number of ways you can get involved:

• Visit www.letstalknewcastle.co.uk or www.newcastle.gov.uk/localplan2 to complete our consultation response form
• Attend one of the drop-in events happening at the city library (details below)
• Call in to one of the four displays across the city for more information and to view the Plan – at Newcastle City Library, Outer West Customer Service Centre in Denton, at the East End Pool and Library in Byker and at Gosforth Shopping Centre
• Email planningpolicy@newcastle.gov.uk
• Telephone 0191 211 6150

Consultation events
City Library, 33 New Bridge Street West, NE1 8AX

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Pre-Submission Development and Allocations Plan

Newcastle City Council is consulting on the next stage of its Local Plan - the Development and Allocations Plan (DAP).

Pre-Submission Consultation

We consulted on the draft version of the DAP back in 2017. All responses have been considered when preparing this Pre-Submission version of the DAP. Since the last round of consultation, we have made amendments to the DAP in response to your comments and updates to evidence.

The Pre-Submission consultation is an important stage as it is the last opportunity to make comments before the DAP is sent to a Planning Inspector to be examined.

This final round of consultation is different from before. It is important that your comments are presented in a way which helps shape the examination and we are therefore asking you to comment on the DAP’s ‘soundness’ and its legal compliance.
Newcastle is growing but we need to keep the momentum going. We need to encourage employers to stay here, attract new businesses to the city and create jobs for future generations.

By 2030 the Plan aims to create 14,000 jobs across the city, so we need to make sure we make land available to create employment opportunities.

The Plan also covers policies relating to retail centres and the importance they play in local communities. It protects these by requiring Impact Assessments for retail and leisure development outside of designated areas.

Homes

Part 1 of the Local Plan identified the need to plan for 21,000 new homes in Newcastle by 2030.

To deliver Newcastle’s future housing needs this Plan allocates sites for future housing development in addition to those already identified in Part 1 of the Local Plan.

The allocations in it will provide greater certainty on the delivery of new homes and help bring forward a range of sites with a mix of housing types.

The Plan sets out space standards and the council’s approach to accessible and adaptable accommodation to make sure that new homes respond to residents’ needs, remain attractive to future generations and meet the city’s housing requirements.
Key Policies

Transport

Part 1 of the Local Plan set out the need for an integrated transport network to ensure development is sustainable. Policies set out in this Plan will support this by requiring development to:

- Improve accessibility for walking and cycling
- Promote the use of public transport
- Provide safe, secure and useable vehicle and cycle parking
- Manage the impact that development has on the highway network

This Plan defines the hierarchy of roads in order to support the management and movement on the highway network.

People and Place

The Plan includes policies to preserve, protect and enhance the city's natural and historic environment. It places importance on protecting and conserving our heritage assets, to reduce any negative impact of development. The protection and enhancement of green infrastructure is set out here, including addressing the environment, ecology and flood risk.

Infrastructure and Delivery

More development will increase pressure on existing infrastructure. We need to understand the impact this will have, particularly on telecommunications and digital infrastructure. This is a key driver for both local and national economies. The Plan will set out the role of services and infrastructure in providing more sustainable communities and creating more employment opportunities.
What stage is the Plan at?
This consultation is the next formal stage in the preparation of the Development and Allocations Plan.

How to get involved
• Visit www.newcastle.gov.uk/localplan2 and www.letstalknewcastle.co.uk and complete our consultation response form
• Attend one of the drop-in events happening in the city library and have your say
• Call in to one of the four displays across the city for more information and to view the Plan – at Newcastle City Library, Outer West Customer Service Centre in Denton, at the East End Pool and Library in Byker and at Gosforth Shopping Centre
• Email planningpolicy@newcastle.gov.uk
• Telephone 0191 211 6150

What happens next?
This is the last opportunity to make comments. Following consultation, all comments received will be sent to the Planning Inspector appointed to consider the DAP at a public examination.

The examination will be to find out whether the DAP is ‘sound’ and legally compliant. The inspector will prepare a report following the examination.
Pre-Submission Development and Allocations Plan

Newcastle City Council is consulting on the next stage of its Local Plan - the Development and Allocations Plan (DAP).

This is part of our Local Plan, which is a set of documents that will guide future development in Newcastle to 2030.

Part 1 of the Local Plan, adopted in March 2015 is called the Core Strategy and Urban Core Plan. The Development and Allocations Plan (DAP) is Part 2 and provides more detailed policies to support our growth ambitions for Newcastle including:

- Policies which will be used to make decisions on planning applications
- Allocations of housing and employment sites to support Part 1
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This Plan is about providing the right development in the right place at the right time. It will make Newcastle a great place to live, work and visit so make sure you have your say.

Pre-Submission Consultation

We consulted on the draft version of the DAP back in 2017. Since then we have made changes to the DAP in response to your comments and updated evidence.

The Pre-Submission consultation is the last opportunity to make comments before the DAP is sent to a planning inspector to be examined.

How to get involved

- Visit www.newcastle.gov.uk/localplan2 and www.letstalknewcastle.co.uk and complete our consultation response form
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- Email planningpolicy@newcastle.gov.uk

Newcastle City Council
@NewcastleCC
Newcastle upon Tyne
Part 2 of the Local Plan:
The Pre-Submission Development and Allocations Plan (DAP)

Frequently Asked Questions (FAQs)

A. Newcastle City Council’s Local Plan: the Core Strategy and Urban Core Plan (CSUCP) and the Development and Allocations Plan (DAP).

1. What is the Local Plan? Why do we need one?
Newcastle’s Local Plan is a collection of documents that will guide future development in Newcastle to 2030. Part one of our Local Plan is the Core Strategy and Urban Core Plan (CSUCP).

All local authorities are legally required by Government to prepare a Local Plan for their area and to keep it up to date. If it is not up to date, the Government, through the National Planning Policy Framework, will determine future development decisions without local people having a say on local policies.

2. What is the Core Strategy and Urban Core Plan (CSUCP)?
The Core Strategy and Urban Core Plan (CSUCP) is Part 1 of Newcastle and Gateshead’s Local Plan to 2030. The CSUCP was adopted in March 2015.

The CSUCP is a strategic plan for Newcastle and Gateshead up to 2030. It sets out strategic policies and the overall strategy for growth for how Newcastle will develop in the future, including where new homes can be built and where business development can take place.

The CSUCP includes policies on the overall requirements for housing, employment and retail. The scale of development needed was considered at public examination before being adopted.

3. What is the difference between the Core Strategy (CSUCP) and the Development and Allocations Plan (DAP)?
The CSUCP is adopted and identifies the scale of growth and development needed in Newcastle up to 2030 and the location for some major development. It contains strategic policies relating to key topics such as housing, employment, transport and retail as well as more detailed policies for the Urban Core.
The Development and Allocations Plan (DAP) is Part 2 of Newcastle’s Local Plan to 2030.

The DAP provides more detailed policies to support the growth ambitions for Newcastle including:

- Policies which will be used to make decisions on planning applications;
- Allocations of housing and employment sites to support the Part 1;
- Designations of retail centre boundaries and sites for environmental protection.

4. What policies will be covered in the DAP?
The policies in the DAP cover multiple policies, which have been grouped into ‘themes’ as follows:

- Economic prosperity
- Homes
- Transport
- People and place
- Minerals and Waste
- Infrastructure and delivery

5. Is the Green Belt boundary being altered by the DAP?
The Green Belt boundary was amended through the CSUCP and it is not being altered through the DAP.

B. Consultation on the draft Development and Allocations Plan (DAP)

6. At what stage is the Development and Allocations Plan (DAP)?
Consultation on the pre-submission DAP will take place between 5 October and 16 November.

The pre-submission consultation is the last opportunity to make comments before the DAP is sent to a planning inspector to be examined. It is important that your comments are presented in a way which helps shape the examination, we are asking you to comment on the DAP’s soundness and its legal compliance.

7. What is meant by the tests of ‘soundness’?

**Soundness** In order to be sound, the DAP must be:

- **Positively prepared**
  This requires that the evidence base has objectively assessed the need for homes, jobs, infrastructure and service requirements, including unmet requirements from neighbouring authorities where it is reasonable and consistent with achieving sustainable development.

- **Justified**
  The policies in the DAP must form an appropriate development strategy for Newcastle, when considered against alternative strategies. The evidence base used to inform the policies should be balanced, credible and robust.

- **Effective**
• The DAP can demonstrate that it can deliver what it sets out to do within the plan period;
• **Consistent with national policy**
• The DAP should be aligned with the National Planning Policy Framework and help to deliver sustainable development.

**Legal Compliance**

• The DAP is required to have been prepared in accordance with all relevant legislation, including the duty to co-operate. This duty is a legal requirement that local authorities co-operate with other local authorities when preparing Local Plans

8. **What's changed from draft DAP?**

We consulted on the draft version of the DAP back in 2017. All responses have been considered and have been taken into account when preparing this Pre-Submission version of the DAP.

Since the last round of consultation, we have made amendments to the DAP in response to your comments and updates to evidence.

C. **How to have your say**

9. **Where can I find more information on the DAP?**

- **Online: Newcastle City Council’s website**
  All the evidence and other relevant documents that were used to develop the DAP can be found online at [www.newcastle.gov.uk/localplan2](http://www.newcastle.gov.uk/localplan2)

- **Community Hubs across Newcastle**
  We will also have exhibitions and displays in community hubs across the city, where you can view paper copies of the DAP and give your comments:

  - **City Community and Information Hub and Library (City Library)**
    Charles Avison Building
    33 New Bridge Street West
    Newcastle upon Tyne
    NE1 8AX

  - **Outer West Community and Information Hub and Library**
    Outer West Library
    Denton Way
    Denton Park
    Newcastle upon Tyne, NE5 2QZ

  - **East End Community and Information Hub and Library**
    Hadrian Square
    Byker
    Newcastle upon Tyne
    NE6 1AL
Events across Newcastle
The council will host a series of drop in events at the City Library, with planning officers on hand to provide support and answer questions.

A list of events can be found online at www.newcastle.gov.uk/localplan2

Email the Planning Team
If you have any queries on the consultation response form, please contact planningpolicy@newcastle.gov.uk

10. What will the council do with the comments and what happens next?
This pre-submission version of the DAP is intended to be submitted to the Secretary of State for a public examination. This takes account of all the evidence that has been prepared and analysed, and the comments received in previous consultations.

This is your opportunity to comment on the DAP’s ‘soundness’, legal compliance and compliance with the duty to co-operate before it is submitted to an independent Inspector to be examined.

All the comments received will be sent to the Planning Inspector and will be used to shape the public examination. More information on the public examination process can be found at https://assets.publishing.service.gov.uk/Procedural_Practice_in_the_Examination_of_Local_Plans.pdf

11. Can I comment or disagree on the overall housing or employment figures for Newcastle?
The housing, employment and retail figures for Newcastle are set by the CSUCP, which was adopted in March 2015.

Therefore these aspects cannot be amended through the DAP consultation; rather, the DAP document focuses on how and where the housing or employment should be located, for example.

D. Economic prosperity
Newcastle is growing and we need to make sure we can continue to thrive, attract new businesses to the city and create jobs for future generations.

Part 1 of the Local Plan, the CSUCP, identified the need to create around 14,000 jobs across the city. The council therefore needs to make sure that we make land available to create employment opportunities.

Part 2 of the Local Plan, the DAP, allocates employment sites to support economic growth. It also covers policies relating to retail centres, and the importance these centres play in local
communities. The policies within the DAP protect these centres and the DAP requires Impact Assessments for retail and leisure development outside of designated centres.

12. Are sites for employment already allocated in Part 1 of the Local Plan, i.e. the Core Strategy and Urban Core Plan (CSUCP)?
The CSUCP contains policies CS5 - Employment and Economic Growth Priorities and CS6 – Employment Land.

These policies establish the strategic principles of supporting economic prosperity and ensuring employment land is protected and managed to meet the needs of the city. The CSUCP also allocated land at Newcastle International Airport, recognising it as an international gateway and a key economic growth driver.

National policy requires Newcastle City Council to secure economic growth in order to generate jobs and prosperity. It is essential that we are proactive in enhancing and safeguarding the supply of employment sites across the city. Policy DM1 of the DAP allocates sites across the city, many of which are already being used for economic and employment purposes, to support the strategic policies set out in the CSUCP.

E. Homes
Part 1 of the Local Plan, the CSUCP, identified the need to plan for 21,000 new homes in Newcastle by 2030.

To deliver Newcastle’s future housing needs, Part 2 of the Local Plan, the DAP, allocates sites for future housing development in addition to those already identified in Part 1 of the Local Plan, the CSUCP.

The allocations in the DAP will provide greater certainty on the delivery of new homes and help bring forward a range of sites with a mix of housing types.

The DAP sets out space standards to make sure that new homes respond to residents’ needs and remain attractive to future generations. This includes considerations around accessible and adaptable accommodation that are required by new developments, in order to help meet the city’s housing needs.

13. Why is more housing being proposed in the DAP?
The overall level of housing development was established in Part 1 of the Local Plan, the CSUCP. The overall level of housing development was debated at the Local Plan examination and the level takes into account national household projections, local need, the availability of land and an assessment of environmental impacts.

The DAP allocates housing development on urban sites that will help meet our housing targets. The distribution of housing follows Newcastle City Council’s approach set out in the CSUCP. The housing sites in the DAP have been assessed for potential housing development through the Housing and Economic Land Availability Assessment (HELAA) - see below FAQ – ‘What does HELAA mean?’.
The council has worked with developers to take forward the sites allocated in the CSUCP and a large number of these sites have planning permission granted. However, in order to meet housing needs, we now need to secure housing on urban sites.

14. But why do we need more houses?
The population in Newcastle and Gateshead is forecast to grow by 8%. In Newcastle, this represents an increase of approximately 16,000 households required between 2015 and 2030, hence the need for new housing. This is partly due to people living for longer, and more significantly due to new people moving into the area.

The most significant growth in the population is those aged 65 and over – this is forecast to grow by over 47% in Newcastle between 2015 and 2030.

15. Is the population growth you forecasted still correct?
Yes. We’ve recently undertaken a Strategic Housing Market Assessment (SHMA) exercise to ensure our evidence base is up to date. An updated SHMA was published in 2017.

The SHMA forecasts future population growth, considering household data to help produce the proposed housing target in a Local Plan. The SHMA also forecasts affordable housing need and the housing needs of different groups to inform policy and council action.

16. What does HELAA mean?
HELAA is the acronym for Housing and Employment Land Availability Assessment. This is a record of sites that have been put forward for consideration as development sites. Inclusion of a site in the HELAA does not mean that planning permission will be granted or that the site will be allocated for development. It forms a “pool” of sites from which to choose future site allocations.

17. Is there / will there be any support for first time buyers in the future?
This will be determined by the Government at a national level and is not something Newcastle City Council determines.

18. Instead of building new homes, can’t we just bring empty properties back in to use?
The council has been making excellent progress in reducing the number of vacant properties in the city in recent years, and we continue to work with partners to reduce the number of empty properties.

19. Will the local community have a say on the design/appearance/type of development on the development sites in the DAP?
Local communities will have the opportunity to make comments on details of the proposed development as part of the planning application process.

20. Who are the developers? Does the council have preferred developers?
Some of the sites are in private ownership and therefore any developer could develop the sites. If owned by the council and taken forward, the council will go through a tender and selection process to choose a suitable developer.

21. Who will be moving into these houses?
The majority of houses will be for private sale and therefore for sale on the open market.

**F. Transport**

Part 1 of the Local Plan, the CSUCP, sets out the need for an integrated transport network to support sustainable development in Newcastle.

Policies set out in the DAP, will support the delivery of this by requiring new development to:

- improve accessibility for walking and cycling
- promote the use of public transport
- provide safe, secure and useable vehicle and cycle parking
- manage the impact development has on the highway network
- define the hierarchy of roads in order to support the management and movement on the highway network

22. How has the impact of traffic levels been considered in the DAP?

Where a development is likely to have significant transport implications, a transport assessment or transport statement is required to be submitted with a planning application. These will be used to determine whether the impact of the development is acceptable.

23. Will public transport need to be reviewed?

Major developments are expected to demonstrate public transport accessibility at planning application stage through a transport assessment or transport statement. Developments which result in a significant amount of traffic are also expected to be supported by a travel plan. The travel plan document should identify measures to increase sustainable travel and promote the use of public transport.

24. Will there be new cycle routes around these sites?

Developments must be designed to encourage walking and cycling, and developments will be required to provide links through sites and to the wider walking and cycling network. Furthermore, developers are encouraged to bring forward sustainable travel plans and Section 106 Agreement contributions can be sought towards the cost of public transport and cycle routes.

**G. People and place**

The DAP includes policies to preserve, protect and enhance Newcastle’s natural and historical environment. It places importance on protecting and conserving our heritage assets. The protection and enhancement of green infrastructure is set out within the DAP, including addressing environmental risks and flood risk.

25. How are we protecting the natural environment?

The DAP includes policies to protect and enhance wildlife across Newcastle. They seek to protect and enhance our natural environment. Developers and land owners will have to adhere to these policies when developing any site in Newcastle.

26. How are we protecting the historic environment?
The DAP includes policies to protect and enhance the historic environment. They seek to protect and enhance our historic environment. Developers and landowners will have to adhere to these policies when developing any site in Newcastle.

27. How are we protecting open space?
Newcastle has a range of open spaces which form part of the green infrastructure network. The DAP includes policies to protect existing open space in line with the open space standards. Open spaces which are above 0.15 hectares are shown on the Policies Map.

New provision of open space will be required as part of new development and will help to meet deficiencies in quantity or access to open space.

H. Infrastructure and delivery
New development will add pressure on existing infrastructure, and we need to make sure we understand the impact this will have, including on telecommunications and digital infrastructure.

This is recognised as a key driver for both local and national economies. The DAP therefore sets out the role of enhanced services and infrastructure in providing more sustainable communities, and creating more employment opportunities by providing attractive, cutting-edge infrastructure.

28. What about the implications for infrastructure, like schools and roads etc.?
An important part of managing future growth is ensuring that local communities are supported by adequate services, facilities and infrastructure including transport, education, health, social care, sport and recreation etc.

In preparing the DAP, Newcastle City Council has worked closely with infrastructure providers (education, highways etc.) and an Infrastructure Delivery Plan has been prepared.
Pre-Submission Development and Allocations Plan

Consultation Guidance

This sets out how you can make comments on the Pre-Submission Development and Allocations Plan (DAP) published by Newcastle City Council. We want to know your views.

Consultation
Consultation starts on 5 October for 6 weeks and ends on 16 November 2018. Comments received after this date may not be considered. Only comments received within this period have a statutory right to be considered by the Inspector at the examination.

Guidance on making Comments
This final round of consultation is different from the earlier consultation on the draft Plan. This pre-submission version of the DAP is intended to be submitted to the Secretary of State for a public examination. This takes account of all the evidence that has been prepared and analysed, and the comments received in previous consultations.

This is your opportunity to comment on the DAP’s ‘soundness’, legal compliance and compliance with the duty to co-operate before it is submitted to an independent Inspector to be examined.

All the comments received will be sent to the Planning Inspector and will be used to shape the public examination. It is extremely important therefore that your comments are presented in the correct way. We are therefore asking that all comments are made using the Consultation Response Form.

You should consider whether the DAP meets the tests of ‘soundness’ and legal compliance as set out in the National Planning Policy Framework (NPPF).

The following guidance provides detail on the tests of ‘soundness’ that the Inspector will consider at the Public Examination. This will help you to complete the Consultation Response Form.
1 Legal Compliance

The DAP is required to have been prepared in accordance with all relevant legislation which includes:

- The Local Development Scheme (LDS);
- Statement of Community Involvement (SCI);
- Town and Country Planning (Local Planning) (England) Regulations 2012;
- Sustainability Appraisal (SA)

2 Duty to Co-operate

This is a legal duty that requires local authorities to co-operate with other local authorities and other bodies in preparing local plans. A Duty to Co-operate Statement has been prepared which demonstrates how Newcastle City Council has complied with this duty. This has been published on our website at: www.newcastle.gov.uk/localplan2

3 Soundness

In order to be sound, the DAP must be:

- Positively prepared – This requires that the evidence base has objectively assessed the need for homes, jobs, infrastructure and services requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- Justified – The policies in the DAP must form an appropriate development strategy when considered against alternative strategies. The evidence base used to inform the policies should be balanced, credible and robust;
- Effective – The DAP can demonstrate that it can deliver what it sets out to do within the plan period;
- Consistent with National Policy – The DAP should be aligned with the National Planning Policy Framework and help to deliver sustainable development.

General advice

If you wish to make comments, you should make clear in what way you think that Plan is not sound and/or whether you consider the Plan is legally compliant. You should try to support your comment with evidence, indicating why the DAP should be modified.

There will not normally be another opportunity to make further comments. After this stage, further submissions will be only at the request of the Inspector.

More information on the public examination process can be found at: https://assets.publishing.service.gov.uk/Procedural_Practice_in_the_Examination_of_Local_Plans.pdf
Appendix 22 - Statement of Representation Procedure

Notice of Consultation Period for: Pre-Submission Development and Allocations Plan

Newcastle City Council has published for inspection the Pre-Submission Development and Allocations Plan (DAP). This has been prepared in accordance with Regulation 19 and 20 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

Newcastle City Council hereby gives notice that it has approved for consultation purposes the following Local Plan document:

- Pre-Submission Development and Allocations Plan
- The consultation period is from 5 October to 16 November 2018

This is available to view on the council website at: www.newcastle.gov.uk/localplan2 During the consultation period a paper copy of the DAP is available to view at:

- Newcastle City Library, 33 New Bridge Street West, NE1 8AX
- Outer West Customer Service Centre, Denton Park, NE5 2QZ
- East End Customer Service Centre, Hadrian Square, Byker, NE6 1AL
- Gosforth Shopping Street, High Street, NE3 1JZ

Council Officers will be available to discuss the DAP at the following drop in sessions:

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For further information please contact: Email: PlanningPolicy@newcastle.gov.uk or Telephone: 0191 2116150
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GO0191 FSB
GO0193 Entrepreneurs Forum
GO0194 Newcastle Business Forum
GO0195 CBI
GO0242 Anton Lang Planning Services
GO0246 Barton Willmore
GO0249 Hedley Planning
GO0250 Sirius Planning
GO0251 George F. White
GO0253 Newcastle City Council
GO0254 TETLOW KING PLANNING
GO0255 WYG
GO0256 CEG Land Promotions
GO0257 Quadrini family
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GO0259 National Grid
GO0260 Motcomb Estates Limited
GO0261 Avant Homes (North East)
GO0263 Wyevale Garden Centres Ltd.
GO0264 NEWCASTLE INTERNATIONAL AIRPORT LTD
GO0265 Department for Education
GO0266 Deloitte Real Estate
GO0267 NFU
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SC049 Sport England
SC050 Northumbrian Wildlife Trust
SC051 Theatres Trust
SC059 National Grid
SC060 Northumbrian Water
GO00036 Home Builders Federation
GO0188 Port of Tyne
GO0246 Barton Willmore
GO0290 Your Homes Newcastle
GO0297 Home Group
GO0333 Stephenson Halliday
GO0334 Taylor Wimpey
GO0335 Heaton Planning
GO0336 Savills
GO0338 Taylor Wimpey
GO0339 DPPUK
GO0340 Iccenic projects
GO0341 Bowcliffe Leeds
GO0342 Philip Henman
GO0343 Sean Johnson
GO0345 Stephenson Halliday
GO0346 David Marrin
GO0347 Deloitte LLP
GO0348 Taylor Wimpey
GO0349 Newcastle Great Park
GO0350 Story Homes
GO0351 Homes England
GO0352 Ouseburn Trust
GR0088 DPDS
GR0141 Mark Balaj
SC014 Woolsington Parish Council
SC061 National Amenity Societies