

Newcastle upon Tyne
Development and Allocations Plan
2015-2030
Adopted June 2020

The Development and Allocations Plan was adopted by Newcastle City Council on 24 June 2020.

Front cover images:

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Foreword by Councillor Ged Bell, Cabinet Member for Employment and Culture

Newcastle is a city that is growing. More people are coming to live here, and businesses are investing, creating jobs for the future.

But as a growing city, Newcastle City Council needs to carefully manage development in an inclusive and sustainable way.

Our Local Plan sets out the local planning framework and has been prepared in two parts. The first is the Core Strategy and Urban Core Plan which was adopted in 2015. The second is the Development and Allocations Plan (DAP). This sets out more detailed policies than the Core Strategy and Urban Core Plan which will guide planning decisions, and where development can take place for new homes, jobs and a range of uses right up to 2030.

For the city to grow effectively, it is essential that we balance the needs of all our residents against the backdrop of a growing population, the fact that we are all living longer, and that families have specific needs such as access to services, leisure opportunities and open spaces for health and exercise. We must plan for housing, transport and access to employment sites, so people can enjoy a good quality of life. This plan is about providing the right development in the right place at the right time.

We are committed to ensuring Newcastle is a great place to live. We want our policies to be clear, so the city is welcoming to developers, to create jobs for local people, and to send a strong message that we are open for business.



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1 Introduction

1.1 Executive Summary

- 1.1.1 The Development and Allocations Plan (DAP) forms an important part of Newcastle's Local Plan which is a collection of documents that sets the framework for development in Newcastle to 2030.
- 1.1.2 The DAP forms Part 2 of the Local Plan, setting out Newcastle City Council's planning policies for managing development in Newcastle, together with site allocations and designations. It will support the strategic policies and growth strategy of the Core Strategy and Urban Core Plan (CSUCP) which is Part 1 of the Local Plan adopted in March 2015.
- 1.1.3 The CSUCP provides strategic planning policies, whilst non-strategic, detailed policies are included in the DAP. Together, both plans will deliver our growth ambitions.

This Plan is structured as follows:

Section 1	Introduction
Section 2	Newcastle upon Tyne Local Plan
Section 3	Economic Prosperity
Section 4	Homes
Section 5	Transport and Accessibility
Section 6	People and Place
Section 7	Minerals and Waste
Section 8	Infrastructure and Delivery
Section 9	Appendices

2 Newcastle upon Tyne Local Plan

2.1 National Planning Policy and National Guidance

- 2.1.1 Local planning authorities must have regard to the National Planning Policy Framework (NPPF) when preparing their Local Plan. The NPPF sets out the government's planning policies for England and how these are expected to be applied. The NPPF is supported by more detailed Planning Practice Guidance (PPG). The NPPF includes a 'presumption in favour of sustainable development'. To achieve sustainable development, economic, social and environmental gains should be sought through the planning system. Local planning authorities should positively seek opportunities to meet the development needs of their area and plans should meet objectively assessed needs. This DAP has been prepared based on this premise, and as such its policies take a positive approach in guiding development.

2.2 Newcastle's Local Plan

Newcastle's Local Plan comprises a series of different documents as set out in Figure 1.



Figure 1 - Newcastle's Local Plan

Part 1 - Planning for the Future - Core Strategy and Urban Core Plan 2010-2030 (CSUCP)

- 2.2.1 The CSUCP is a planning framework that provides the strategic vision and growth strategy for the future of Newcastle and Gateshead to 2030. It forms the first part of both Newcastle's and Gateshead's Local Plan and sets out both councils' agenda for delivering healthy sustainable communities, achieving economic prosperity and tackling climate change. It outlines the ambitions for growth, including the overall quantum for housing, employment and retail. The CSUCP includes strategic policies, Urban Core policies, sub-areas and site specific policies.

Part 2 - Development and Allocations Plan 2015-2030 (DAP)

- 2.2.2 The DAP is the second part of Newcastle upon Tyne's Local Plan. It provides the details needed to support the strategic policies and growth strategy set out in the CSUCP. The DAP includes site allocations and designations and sets out the council's detailed policies for managing development, which will be used to assess planning applications. Together, both plans will provide strategic and detailed planning policies which will ensure that the council has policies in place to deliver our ambitions for growth for future generations.
- 2.2.3 Gateshead Council have prepared a separate part of their local plan, Making Spaces for Growing Places. For further information on Gateshead's Local Plan please refer to their website at:
www.gateshead.gov.uk

Development Management Policies

- 2.2.4 Development management policies in the DAP will provide detailed, often criteria-based policies, supplementing and supporting the strategic policies in the CSUCP. The policies and their supporting text are set out on a topic basis. Each topic area begins with an introduction setting out the purpose of the policy and where relevant, how it supplements the CSUCP. The policy text is shown in a box. The explanatory supporting text explains the policy, providing more information on how the policy will be applied. Other relevant policy links include reference to CSUCP Policies, relevant Supplementary Planning Documents (SPDs), Guidance and the Development Management Validation Checklist.

Site Allocations

- 2.2.5 The allocations are intended to promote sustainable development and assist in delivering the priorities and objectives of national planning policy and national planning guidance and the growth of the city as outlined in the CSUCP. Allocations will set out a preferred use for a specific site. There may also be further detail to support the policy allocation to guide the development of sites.

- 2.2.6 Many sites in Newcastle have development potential, but this plan cannot identify and allocate every site, and the plan needs to ensure that the policy framework provides flexibility for changing circumstances. Major sites considered for allocation and inclusion in the document will generally be above 0.25 hectares. Other sites may be important locally, but the document needs to focus on those most likely to make a significant contribution to the objectives of the CSUCP and DAP. However, because a site is not included in the DAP it does not imply that they are unimportant. The future availability and development of sites will be expected to meet the objectives and priorities of both the CSUCP and this DAP providing sustainable growth.
- 2.2.7 The CSUCP includes detailed policies for the Urban Core, including Key Sites allocations and a Development Opportunity Site allocation. This DAP does not therefore include site allocations for the Urban Core. However, development within the Urban Core will still need to comply with relevant development management policies set out in this DAP. Figure 2, the Newcastle Character Areas shows the boundary of Newcastle upon Tyne and the location of the Urban Core, Neighbourhood, Rural and Village Areas.

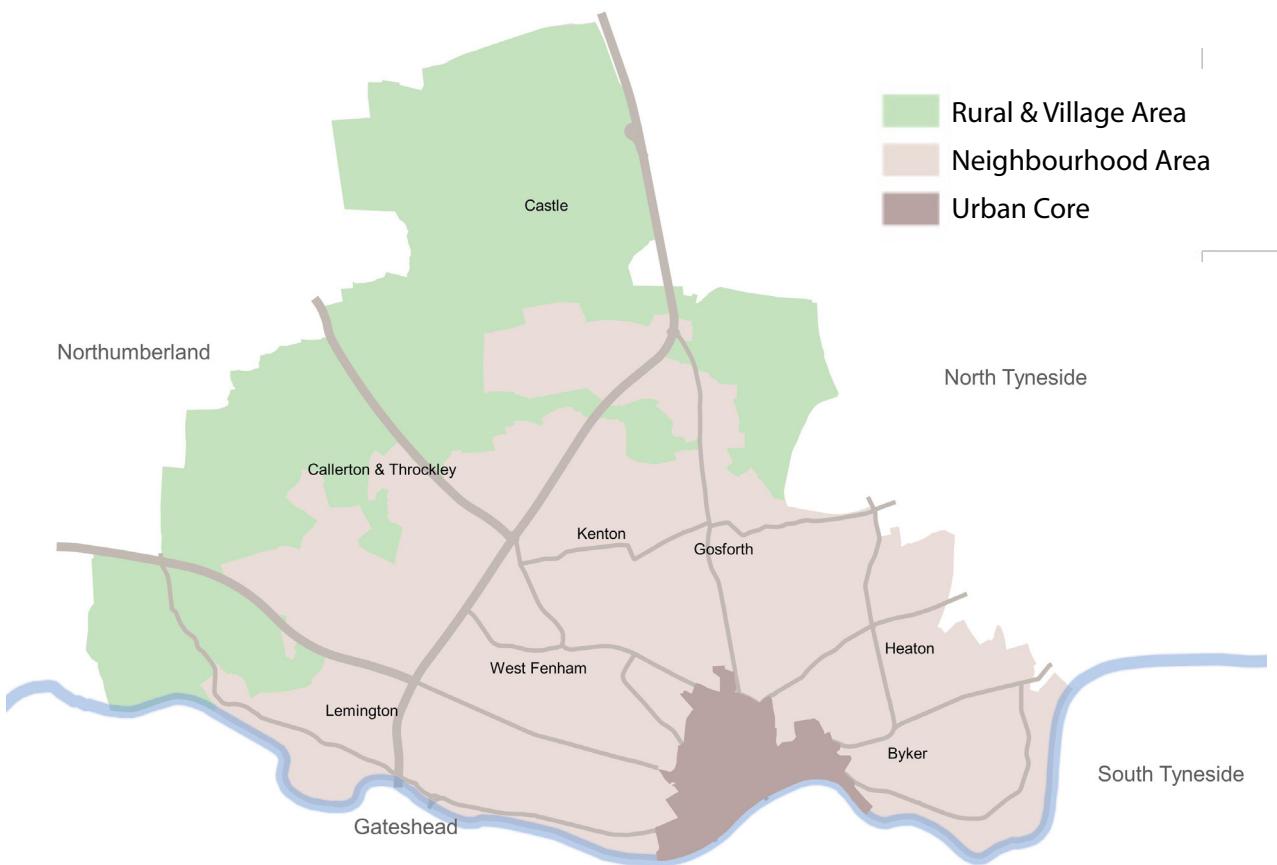


Figure 2 - Newcastle Character Areas

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Designations

- 2.2.8 The designations include both previously defined areas either nationally or locally and new designations identified in this DAP. Designations can change over time, so site specific requirements listed in the plan only reflect the designation at the time of plan preparation.
- 2.2.9 The Policies Map accompanying this DAP includes a number of statutory designations which are set outside the scope of this DAP. These include Conservation Areas, Sites of Special Scientific Interest (SSSI), Local Wildlife Sites and a Registered Battlefield. Although the designation of these are set, there are a number of development management policies in this DAP which relate specifically to development in these areas or affecting these designations. It is therefore appropriate to indicate their location on the Policies Map.

2.3 Local Plan Supporting Documents

Policies Map

- 2.3.1 The accompanying Policies Map identifies the location of land use allocations, such as sites allocated for housing or employment use, and shows designated areas, such as district and local centres and local wildlife sites. The Development and Allocations Policies Map should be read in conjunction with the CSUCP Policies Map.

Supplementary Planning Documents (SPDs) and Planning Guidance

- 2.3.2 SPDs and Planning Guidance provide additional detailed guidance on how the council's planning strategy and policies will be implemented for specific topics, areas or sites. Further detail of where the council intends to develop SPDs and Planning Guidance is included in the text of the relevant topic area.
- 2.3.3 There are a number of approved masterplans for allocated development sites in the Urban Core, Neighbourhood and Rural and Village Areas in the Core Strategy and Urban Core Plan. These masterplans will be material planning considerations and given due weight when considering proposals against the Development and Allocations Plan policies.

Community Infrastructure Levy

- 2.3.4 The Community Infrastructure Levy (CIL) is a charge that local authorities can choose to levy on new developments. The money raised will help to pay for the infrastructure needed across the city as a result of growth, such as schools, strategic green space, flood schemes, and strategic transport improvements. The Newcastle upon Tyne CIL was adopted by the council in November 2016, and the charges are implemented across Newcastle's charging area. For further information please see our website.

Statement of Community Involvement

- 2.3.5 The Statement of Community Involvement (SCI) sets out the process of community involvement and engagement that the council will follow for each type of Local Plan document and development management decision, enabling the community to know how and when they will be involved in the planning process. The DAP has been prepared in accordance with the SCI 2018.

Neighbourhood Planning

- 2.3.6 Neighbourhood Planning was introduced through the Localism Act in 2011. Neighbourhood plans are community-led plans to guide future development, regeneration and conservation of an area. They enable communities to set local (non-strategic) policies for their local area which are in general conformity with the Local Plan. In Newcastle three neighbourhood area boundaries have been agreed: Dinnington Parish Council, Woolsington Parish Council and Kingston Park Neighbourhood Forum. All three are currently developing proposals for their area.

Duty to Cooperate

- 2.3.7 Plans have to be prepared in accordance with the legal duty to cooperate. The duty to co-operate requires local authorities and other public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of plan making on strategic cross-boundary matters. The council has engaged with its neighbouring local authorities and other relevant organisations in the preparation of the DAP to meet its duty to co-operate and will continue to work with them on the implementation of this Plan.

Sustainability Appraisal

- 2.3.8 A Sustainability Appraisal (SA) incorporating a Strategic Environmental Assessment (SEA) has been undertaken at various stages of plan preparation, to ensure that the policies accord with the principles of sustainable development and consider the social economic and environmental impacts. The SA objectives for the Local Plan have been previously agreed in Part 1 (the CSUCP) and set the parameters for subsequent plans to ensure consistency.
- 2.3.9 The sites and policies identified in the DAP have been appraised against the SA's sustainability objectives, with recommendations made during the process as to how sustainability can be improved. The outcomes of the SA process have assisted in determining which sites and policies provide the most sustainable development opportunities. Where appropriate the policies have been amended to improve their performance against sustainability.

Evidence Base

- 2.3.10 This DAP has been informed by various national and locally prepared plans, strategies, and evidence produced by the Government, the council and partners. It has also drawn upon the evidence base which informed the development of the CSUCP. Evidence reports have also been specifically prepared for the DAP which form background evidence to the policy formation process.
- 2.3.11 The evidence base reports can be found on the DAP page of the council's website.

Infrastructure and Delivery

- 2.3.12 The council has prepared an Infrastructure Delivery Plan (IDP) for the DAP. The CSUCP IDP has also been updated to take account of progress on infrastructure schemes.

Monitoring and Implementation

- 2.3.13 A monitoring framework for the policies and proposals, across the plan period, is essential for a coordinated, phased and deliverable plan. The CSUCP has an extensive monitoring framework to assess the delivery of policies. The DAP will be monitored considering both indicators established to monitor the CSUCP, and new indicators prepared for the DAP. The monitoring framework for the DAP is set out in Appendix 9.
- 2.3.14 It is important to ensure that there is a reasonable prospect that this Plan's policies can be implemented over the plan period. Implementation of the Local Plan requires partnership working and cooperation with a range of organisations, including developers, businesses, residents, community and amenity groups, and transport and service providers.
- 2.3.15 The council produces an Authority Monitoring Report (AMR) (previously known as an Annual Monitoring Report) containing information on the implementation of the Local Plan and the extent to which its planning policies are being achieved.

Preparing the Plan

- 2.3.16 The preparation of the Local Plan has involved consultation with the local community and stakeholders, in accordance with national planning policy, national planning guidance and the council's Statement of Community Involvement.

Relationship with Other Strategies

- 2.3.17 In addition to the evidence base used in the preparation and development of the DAP, other council wide strategies and documents have also been taken into consideration.

Vision 2030 - for the Local Plan

- 2.3.18 The vision and objectives contained in the CSUCP apply to both the CSUCP and the DAP. The policies in the DAP will help to secure sustainable development which meets the needs of the population. The vision states:

By 2030 Gateshead and Newcastle will be prosperous and sustainable cities that are unique and distinctive places – where people choose to live, work and visit because everyone can realise their full potential and enjoy a high quality lifestyle.

Objectives

- 2.3.19 The strategic objectives which will be delivered by the policies in the CSUCP and the DAP are identified below:

	Strategic Objective	Delivered by DAP Policy	Delivered by CSUCP Policy
SO1	Encourage population growth in order to underpin sustainable economic growth.	DM5, 9	CS1, 2, 3, 4, 5, 9, 10, 11 UC1 DEL1
SO2	To increase our economic performance, resilience, levels of entrepreneurship, skills and business formation by promoting Gateshead and Newcastle as the strong regional economic focus and by ensuring the supply of suitable, flexible and diverse business accommodation.	DM1, 2, 9	CS1, 2, 3, 4, 5, 6, 13, 21 UC1, 2, 3 NC2, C1, 2 D1, 2, 3 QO1 QB1, 2, 3 GC2 KEA1 KEA2 AOC2 DEL1
SO3	To increase our competitiveness by improving and expanding the role of the Urban Core as the regional destination for business, shopping, education, leisure, tourism and as a place to live.	DM4	C1, 2, 5, 6, 7, 8 UC1, 2, 3 NC1, 2 C1, 2 D1, 2, 3 QO1 QB1, 2, 3 GC1, 2 SG1, 2, 3

Strategic Objective	Delivered by DAP Policy	Delivered by CSUCP Policy
SO4	To ensure the provision of quality District and Local centres with a diverse range of shops and services that are accessible to meet the needs of all local communities.	DM3, 4 CS1, 2, 5, 7 UC2 NC1, 2 QB2 GC1, 2 NN3, 4 NV2, 3
SO5	Expand leisure, culture and tourism providing for all age groups and diversifying the evening economy.	DM3, 15, 16, 17, 18, 19 CS1, 2, 5, 7, 8 UC3 NC1, 2 D3 QO1 AOC2 QB1, 2, 3 GC1, 2 SG3
SO6	Ensure that our residential offer provides a choice of quality accommodation in sustainable locations to meet people's current and future needs and aspirations; improving opportunities to live in the Urban Core; and providing a broader range of accommodation including in new neighbourhoods.	DM5, 6, 7, 8, 9 CS1, 2, 3, 4, 9, 10, 11, 12 UC4 NC2 C2 D3 SG1, 2, 3 QB2, 3 GC2 QO1 AOC1, 2 NN1, 2, 3, 4 GN1, GV1, 2, 3, 4, 5, 6, 7 NV1, 2, 3 DEL1

Strategic Objective	Delivered by DAP Policy	Delivered by CSUCP Policy
SO7	<p>Manage and develop our transport system to support growth and provide sustainable access for all to housing, jobs, services and shops.</p>	<p>DM10, 11, 12, 13, 14</p> <p>CS1, 2, 5, 13, 14 UC5, 6, 7, 8, 9, 10 NC1, 2 C1, 2 D1, 2, 3 SG1, 2, 3 GC1 QB1, 2, 3 QO1 NN1, 2, 3, 4 NV1, 2, 3 GV1, 2, 3, 4, 5, 6, 7 GN1 KEA1, 2 AOC1, 2 DEL1</p>
SO8	<p>Improve sustainable access to, within and around the Urban Core by promoting fast and direct public transport links to the heart of the Urban Core, increasing walking and cycling and minimising through traffic.</p>	<p>DM10, 11</p> <p>CS1, 2, 13 UC5, 6, 7, 8, 9, 10, 11 NC1, 2 C1, 2 D1, 2, 3 QO1 SG1, 2, 3 QB1, 2, 3 GC1 DEL1</p>
SO9	<p>Ensure the development and use of land protects, sustains and enhances the quality of the natural, built and historic environment, and ensuring our communities are attractive, safe and sustainable.</p>	<p>DM15, 16, 17, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35</p> <p>CS1, 2, 14, 15, 16, 17, 18, 19, 20, 21 UC11, 12, 13, 14, 15, 16, 17 SG1, 2, 3 D2, 3 NC1, 2 GC1, 2 QB1, 2, 3 QO1 AOC1, 2 NN1, 2, 3, 4 NV1, 2, 3 GV1, 2, 3, 4, 5, 6, 7 GN1 KEA1, 2</p>

	Strategic Objective	Delivered by DAP Policy	Delivered by CSUCP Policy
SO10	Provide the opportunity for a high quality of life for everyone and enhance the wellbeing of people to reduce all inequalities.	DM1, 3, 5, 6, 7, 8, 9, 10, 20, 23, 24, 27, 30, 32	CS1, 5, 7, 11, 12, 14, 18 D1 QB3 SG2 AOC1, 2 GV1, 2, 3, 4, 5, 6, 7 NN1, 2, 3, 4, NV1, 2, 3 GN1
SO11	To reduce CO2 emission from development and future growth while adapting to the issues, mitigating adverse impacts and taking advantage of the opportunities presented by climate change.	DM10, 11, 20, 24, 26, 27, 28, 32	CS1, 5, 16, 17, 18, 21 C2 QB1, 2, 3 SG1, 2 GN1 NN1, 3 NV1 GV1, 2, 3, 4, 5, 6, 7 KEA2 AOC1, 2
SO12	Improve the function, usability and provision of our green infrastructure and public spaces by providing a network of green spaces and features which are connected and accessible for all.	DM27, 28, 29, 30	CS1, 14, 18, 19 UC15, 16 NC2 C1, 2, D1, 2, 3 QO1 QB1, 2, 3 GC2 SG1, 2, 3 NN1, 2, 3, 4 GV1, 2, 3, 4, 5, 6, 7 AOC1, 2 KEA1, 2 GN1 DEL1 NV1, 2, 3

3 Economic Prosperity

3.1 Employment Sites

- 3.1.1 The government is committed to securing economic growth in order to promote the city as a strong regional, economic focus providing jobs and prosperity. It is therefore essential that the council is proactive in enhancing and safeguarding the supply of employment sites within the city to support sustainable economic growth, meeting the flexible needs of businesses to grow.
- 3.1.2 The council is committed to maintaining and promoting Newcastle's role as the regional employment centre. To achieve this a supply of suitable, flexible and diverse business accommodation is required to be available throughout the plan period. The CSUCP sets out policies to maintain a sufficient supply of employment land and office floorspace to meet the development needs of business and support the local economy up to 2030.
- 3.1.3 CSUCP Policies CS1, CS3 and CS4 set out the council's spatial strategy for the Urban Core, Neighbourhood and Rural and Village Areas. The Urban Core is prioritised as the location for major office development. Economic development outside of the Urban Core will be focused on the Key Employment Areas of Walker Riverside for marine and offshore engineering, and Newcastle International Airport for airport related and general employment growth. CSUCP Policy CS5 outlines employment and economic growth priorities by promoting a range of high quality economic development locations which are attractive and available to the market. To meet these priorities, Policy CS6 sets out the need to manage the supply of employment land by ensuring a minimum requirement for 80 hectares (net) of employment land for Class B1 (Business, other than those that fall within A2), B2 (General Industrial) and B8 (Storage or Distribution) uses are retained together with 410,000 square metres of office floor space across the city.
- 3.1.4 Policy DM1 allocates sites across the city to meet the objectives set out in the CSUCP to deliver and maintain a range of economic development sites. Both new employment sites and existing employment sites are allocated under Policy DM1 for economic development uses within Use Classes B1, B2 and B8. This will maintain a range of size and type of employment sites required through the plan period.

Policy DM1 - Employment Sites

The employment sites listed in the table below and identified on the Policies Map are allocated for employment uses within Use Classes B1 (Business) B2 (General Industrial) and B8 (Storage or Distribution).

New Employment Sites

Site Number	Address	Site area in ha (Gross)	Site area in ha (Net)
1	Site to the South of Shields Road, Byker	6.41	6.41
2	Site to the North of Shields Road / Adjacent to Depot Road, Byker	1.18	1.18
3	Site to the North of Shields Road, Byker	2.05	1.05
4	Site South of Whitehouse Road, Scotswood	3.04	2.50
5	Site to the West of Shelley Road, Newburn	1.01	0.90
6	Site North of Westway Industrial Park, Ponteland Road, Throckley	1.12	0.40
7	Site West of Ruby Park, Brunswick Industrial Estate, Brunswick	1.12	1.00
8	Site to the East of Riversdale Way, Newburn	1.70	1.00
9	Site to the West of Goldcrest Way, Newburn Riverside Industry Park, Newburn	0.90	0.81
10	Woodside Avenue, Walker Riverside	0.96	0.96
11	Site to the North of Kingfisher Boulevard, Newburn Riverside Industry Park, Newburn	2.54	2.54
12	Site to the South of Shelley Road, Newburn Industrial Estate	2.97	2.97

Existing Employment Sites

Site Number	Address	Site area (ha)
13	Albion Row Industrial Estate, Byker	1.00
14	Armstrong Industrial Estate, Elswick	3.42
15	Bells Close Industrial Estate, Newburn	4.05
16	Brough Parkway Industrial Estate, Byker	3.00
17	Brunswick Industrial Estate, Brunswick	19.59
18	Fawdon Industrial Area, Fawdon	17.85
19	Hoults Yard, Byker	6.69
20	Industry Road, Heaton	6.08
21	Mill Lane Industrial Estate / Lynwood Development Centre, Elswick	1.52
22	Newburn Haugh Industrial Estate, Newburn	7.49
23	Newburn Industrial Estate, Newburn	16.29
24	Newburn High Street / Walbottle Road, Newburn	3.0
25	Noble Street Industrial Estate, Elswick	3.3
26	Riverside East, Byker	11.87
27	Scotswood Road West, Scotswood	20.42
28	Shields Road / Fossway, Byker	33.10
29	Throckley Industrial Estate, Throckley	20.19
30	Westerhope Industrial Estate, Westerhope	8.35
31	Whitehouse Road, Scotswood	3.21
32	Newcastle Business Park, Elswick	22.65
33	Regent Centre, Gosforth	10.60
34	Benton Park View, Benton	20.51
35	Great Park (Sage site), Castle	11.08
36	Newburn Riverside, Newburn	25.66

37	Site North of Benton Park Road and East of Killingworth Road, South Gosforth	2.03
38	Airport Industrial Estate, Kingston Park	11.95
39	Former Colliery buildings, Havannah	2.57

Policy DM1

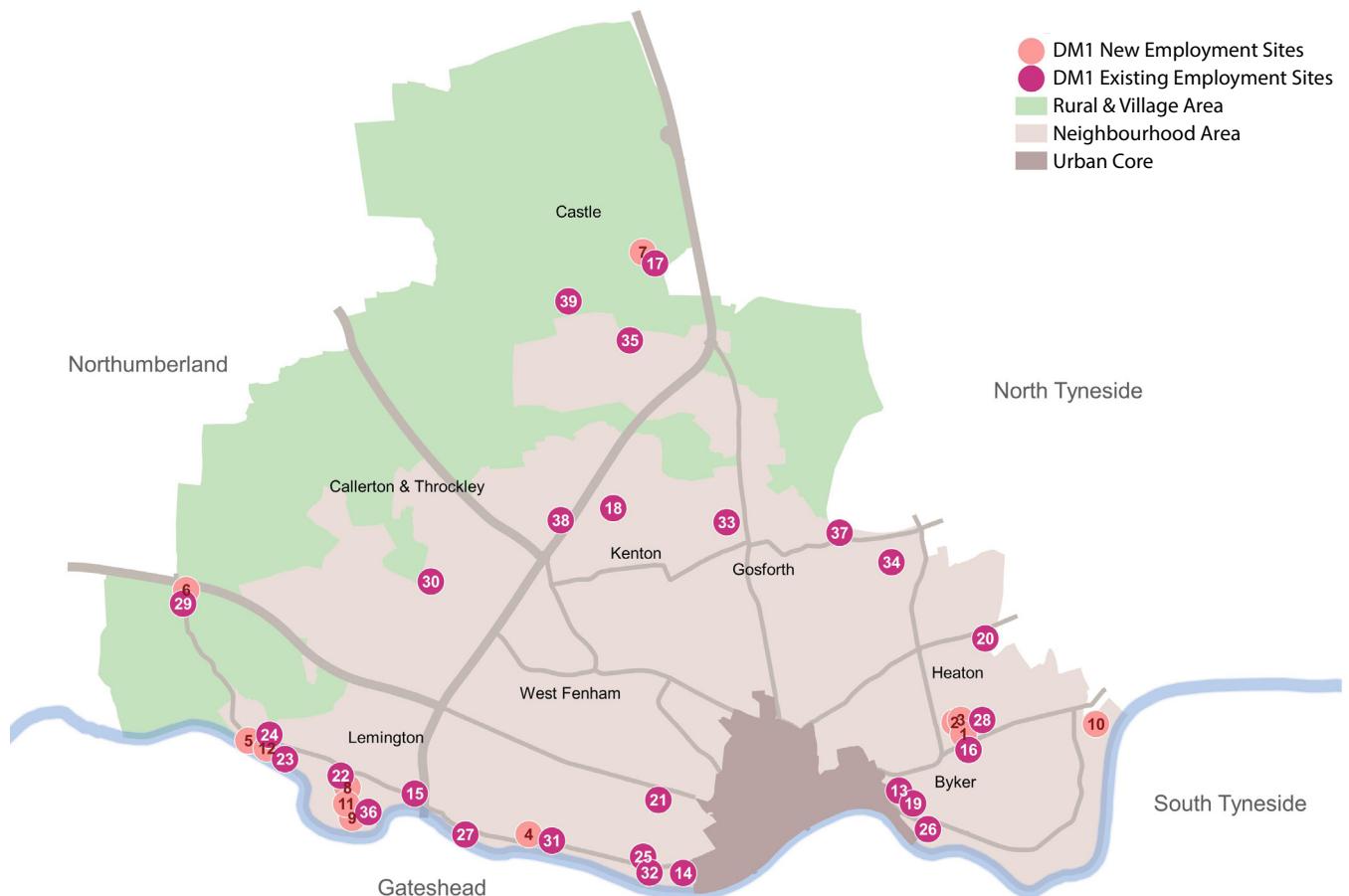


Figure 3 - Employment Sites

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- 3.1.5 The new employment allocation sites, as well as those in the CSUCP, will ensure that Newcastle will have enough employment land to accommodate the demand for new sites over the plan period. These sites will help ensure that Newcastle's economy can grow, maximising opportunities for local communities to prosper. The allocation of these sites represents a positive and proactive approach to encouraging sustainable economic growth in locations which are well located in relation to available supporting infrastructure, as well as being sustainably located for access by workers.

- 3.1.6 A number of existing employment sites are allocated; these are considered to make an important contribution to the city's economy and were previously allocated in the Unitary Development Plan (UDP), Benwell Scotswood Area Action Plan (BSAAP) and Walker Riverside Area Action Plan (WRAAP).
- 3.1.7 Development on new employment sites will be limited to employment uses in order to meet the developable employment land requirements identified in CSUCP Policy CS6. The Employment Land Review (ELR) provides a comprehensive assessment of the employment sites. The sites proposed for allocation are those which make a significant contribution to the city's employment land portfolio. The council will continue working with neighbouring authorities as part of the Local Enterprise Partnership (LEP) to bring forward development on the allocated sites.
- 3.1.8 Plans showing the site boundaries of the allocated employment sites are contained in evidence. All employment land allocations will be subject to protection under Policy DM2.

3.2 Protection of Employment Sites

- 3.2.1 National planning policy emphasises the importance of supporting economic growth and sets out the need to protect sites allocated for employment. In addition to identifying new sites, the protection of existing sites is vital to ensure a sufficient supply, range and choice of employment land is maintained.
- 3.2.2 Protection of existing employment sites is required to retain the most sustainable and valued employment sites, which provide job opportunities close to where people live. Existing employment sites are a valuable source of employment land and buildings and an important location for small businesses and industries. In order to maintain a reasonable balance between employment and other uses, well performing existing employment locations must be protected.
- 3.2.3 Policy DM2 seeks to prevent the loss of allocated employment sites from B1, B2 and B8 uses. It provides the criteria against which a change of use to an alternative use would be assessed.

Policy DM2 - Protection of Employment Sites

Sites allocated for employment uses in Policy DM1 and the Core Strategy and Urban Core Plan will be restricted to employment uses within Classes B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution). Uses outside of Use Classes B1, B2 and B8 on allocated employment sites will not be permitted unless all of the following criteria are met:

1. It can be demonstrated that there is no current or likely future demand for employment uses on the site within Use Classes B1, B2 or B8. To demonstrate this, it must be shown that:
 - i. the site has not been occupied for a period of at least 2 years prior to the submission of a planning application;
 - ii. any non-employment use proposed cannot be accommodated on alternative sites within the economic market area; and
 - iii. there is documented evidence of sustained and active marketing for employment use, at local market rental levels, over a continuous period for a minimum of 2 years, and there was no interest expressed for employment uses. Evidence should be provided by marketing and an independent assessment, in accordance with the Employment Marketing Guidance set out in Appendix 8.
2. The proposed use would not prejudice current or future development of the surrounding employment area or detract from the role of the wider employment area.
3. The development would not undermine the future supply of employment sites across the city.

- 3.2.4 Existing and new allocated employment sites in the DAP will be protected by Policy DM2. The Housing and Economic Land Availability Assessment (HELAA), which determines the suitability, availability and achievability of land for employment uses, has informed this policy. It is essential that allocated employment sites are managed appropriately to ensure that the city has enough land to meet its employment needs over the plan period, and to ensure that employment sites which contribute to industrial, warehousing, and office uses are not lost to inappropriate uses. The HELAA and the Employment Land Review (ELR) will be reviewed throughout the plan period to inform the assessment of applications relating to employment land.

- 3.2.5 For applications that would lead to the loss of allocated employment sites, the impact of the proposed development on the overall supply of employment sites across the city should be considered. For existing employment sites this will include: the impact on the surrounding employment area and uses, how well the employment area is performing in terms of its function, vacancy rates, the condition and age of the units, and clear and robust marketing evidence. Proposals for non-employment uses will be required to address these points and demonstrate that there is no reasonable prospect of the site coming forward for its protected use.
- 3.2.6 Some of the allocated employment sites contain existing uses that do not fall within Use Classes B1, B2 or B8. Policy DM2 does not apply to these specific units.

Policy Links

- CSUCP Policies CS1, CS2, CS3, CS4, CS5, CS6, UC1, KEA1, NC2, C2, D2, D3
- Development Management Validation Checklist

3.3 District and Local Centres

- 3.3.1 National planning policy recognises centres as the heart of their communities and encourages Local Plans to pursue policies which support their viability and vitality. Newcastle's retail hierarchy is established in CSUCP Policy CS7. The retail hierarchy includes a range of centres which are suitable for retail, leisure, commercial, office, cultural, community and residential use, appropriate to the relative position of each centre in the retail hierarchy and its role and function.
- 3.3.2 The retail hierarchy designates Newcastle's Retail Centre, which is the regional retail centre and is the priority for strategic retail growth, followed by District Centres and then Local Centres (see Appendix 1). The CSUCP includes Policies CS7, NC1 and UC2 which provide detailed policies for new retail development within Newcastle's Retail Hierarchy.
- 3.3.3 Policy DM3 designates District and Local Centres within Newcastle. Each centre performs a role and function which reflects the particular needs and character of their local community. District Centres are a focus for a wider range of convenience goods and services which serve a wide catchment area. They usually contain at least one supermarket / superstore, offer a range of non-retail services (for example, shops, banks, cafes, restaurants and public houses), have good public transport links, strong walk-in catchments and some contain local / community facilities, such as a library. Local centres contain a smaller range of shops and services which support the daily needs of a smaller catchment area.

Policy DM3 - District and Local Centres

Existing and emerging District and Local centres are designated on the Policies Map.

1. Within existing centres, development of non-retail uses (outside Use Class A1 - shops) at ground floor will only be acceptable where they would:
 - i. maintain and enhance the vitality and viability of the centre.
 - ii. not dominate or fragment the centre either individually or cumulatively.
 - iii. maintain an active ground floor frontage.
2. Within emerging centres, development will be expected to be retail led and act as a focal point for shops, services and facilities to support the surrounding population. This will be achieved by:
 - i. protecting the vitality and viability of the emerging centre by delivering a range and balance of retail and supporting uses which are appropriate in scale.
 - ii. ensuring that development provides active ground floor frontage, where appropriate.

- 3.3.4 This policy seeks to protect the role of centres within the retail hierarchy, while providing flexibility for other uses where they would support the centre's role and function. Other uses outside Use Class A1 must contribute to a centres vitality and viability, including increased levels of footfall comparable to surrounding retail uses and provide an active frontage. This policy does not preclude changes of use which fall within the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 3.3.5 Retail health checks have been prepared for existing District and Local centres within the retail hierarchy. These will be used to inform decisions on planning applications. The boundaries of each centre in the retail hierarchy have been reviewed as part of the retail health checks. This review includes an analysis of occupiers, evidence on retail needs and development opportunities.

- 3.3.6 Great Park District Centre, Armstrong Road and Newbiggin Hall Local Centres are emerging centres and are identified on the Policies Map. They will be comprehensively developed as part of approved masterplans and regeneration schemes. This policy seeks to protect the role of these emerging centres within the retail hierarchy whilst providing flexibility to ensure a range of uses that will serve the needs of the surrounding existing and proposed community. It is expected that the range of uses will be retail led but will include local services. Residential development may be appropriate where it can be demonstrated that it enhances the vitality of the centre.
- 3.3.7 Where evidence is readily available, the retail health checks include an analysis of the vitality and viability of centres. The retail health checks for the District and Local Centres show that the role and function of local shopping services is changing. There are now many service uses in District Centres and this trend is also reflected in Local Centres. Although retailing remains strong, service uses (for example, banks, estate and letting agents, cafes and restaurants) also support the role and function of District and Local Centres, attracting custom, providing a more diverse offer and encouraging linked trips.
- 3.3.8 The increase in service use provision across the retail hierarchy is also reflected nationally, linked to trends including an increase in disposable income and leisure time, and also influenced by the popularity of out-of-centre retail parks and the growth in internet shopping. In this context, the role of other supporting uses can in some cases be significant in helping to support the vitality and viability of centres. However, it is also important to recognise the shopping role of centres, and to ensure that the vitality and viability of centres are not adversely affected by non-retail uses. For this reason, development proposals both individually and cumulatively will be assessed to ensure that they do not dominate or fragment the centre to the detriment of its retail function.
- 3.3.9 The council has adopted an SPD relating to hot food takeaways. This document focuses on three areas: healthy eating, residential amenity, and the vitality and viability of retail centres. Applications that contain hot food takeaway uses will be assessed against Policy DM3 and this SPD.
- 3.3.10 In order to maintain a lively and attractive street scene that promotes the vitality of a centre, it is important that the main ground floor frontage of commercial units have active frontages. An active frontage can consist of glazed door openings and shop windows that either show activity within the premises or a window display relating to the use of the unit.

3.4 Retail and Leisure Impact Assessment

- 3.4.1 National planning policy requires an impact assessment to be undertaken for retail and leisure proposals which are not in accordance with an up-to-date Local Plan. The CSUCP requires retail proposals outside of defined centres to prepare an impact assessment in accordance with national planning guidance and to consider impacts where there could be a significant adverse impact (regardless of development size) on a designated centre. Consideration of impacts below the national planning threshold of 2,500 square metres may be required where development could undermine the vitality and viability of a centre, or existing, committed and planned public and private investment in a centre or centres.
- 3.4.2 The CSUCP states that a local threshold for impact assessments will be established in future Local Plans to reflect the scale and nature of centres in Newcastle. National planning guidance provides advice on setting a locally appropriate threshold and advises on the policy considerations which should be taken into account when determining impacts. This approach has been taken forward in Policy DM4.

Policy DM4

Policy DM4 - Retail and Leisure Impact Assessment

An Impact Assessment proportionate to the scale and nature of a proposal will be required for:

1. Retail proposals (Class A1, A2, A3, A4, A5) of 500 square metres (net) floorspace or more outside of designated centres in the retail hierarchy.
2. Leisure proposals (Class D2) of 500 square metres (net) or more outside of the Urban Core, District and Local Centres.

Retail and leisure development must not have an unacceptable adverse impact on the vitality and viability of designated centres.

Policy DM4

- 3.4.3 Newcastle has a significant proportion of out of centre retail floorspace, and a number of designated centres which are 'at risk' (centres which are underperforming but have the potential to improve). It is therefore considered appropriate to set a lower impact assessment threshold to protect against the effect of applications under the national planning policy requirement of 2,500 square metres.
- 3.4.4 The CSUCP prioritises and makes provision for retail development in designated centres and the retail policies in this plan support this approach. Impact assessments are required to demonstrate that the vitality and viability of existing centres is maintained through new developments coming forward.

- 3.4.5 Impact assessments for proposals outside of designated centres which exceed the threshold set out in this policy should address the following considerations in a proportionate and locally appropriate way:
- the impact of the proposal on the vitality and viability of existing centres, including local consumer choice and the range and quality of the comparison and convenience retail offer;
 - the impact of the proposal on existing, committed and planned public and private investment in a centre or centres within the catchment area of the proposal; and
 - the impact of the proposal on in-centre trade/turnover and on trade in the wider catchment area, taking into consideration current and future consumer expenditure capacity up to five years from the time the application is made.

Policy Links

- CSUCP Policies CS7, CS14, NC1 and UC2
- Hot Food Takeaway SPD
- Development Management Validation Checklist

4 Homes

4.1 Housing Sites

- 4.1.1 As a growing city, Newcastle seeks to create neighbourhoods that offer a wide range of affordable and high quality homes to meet people's needs. Neighbourhoods should have a strong sense of identity, attractive well-used spaces and facilities that are accessible and well connected, enabling everyone to live enjoyable lives.
- 4.1.2 The CSUCP sets out the scale, distribution and mix of new homes to be delivered in the city by 2030. It identifies the need to plan for 21,000 new homes in Newcastle. This includes 2,000 purpose-built student accommodation units and 19,000 new homes to meet the forecast housing needs of the city. The strategy for meeting the housing target for the city is identified in CSUCP Policy CS10. In total 7,380 dwellings will be delivered through CSUCP Neighbourhood and Village Growth Area allocations together with approximately 2,000 homes in Newcastle's Urban Core. In order to provide a range and choice of sites and a realistic build profile over the plan period, the DAP allocates sites which could deliver approximately 4,200 homes. The policy does not preclude other sites from coming forward for housing provided it complies with all relevant Local Plan policies.
- 4.1.3 Sites in the city's Neighbourhood and Village Growth Areas, together with the sustainable expansion of Newcastle Great Park, are allocated in the CSUCP. These sites will provide a choice of family housing and help to ensure sufficient land is available to meet housing need over the plan period. These sites include housing development at Callerton, and Kingston Park/Kenton Bankfoot Neighbourhood Growth Areas and at Dinnington and Throckley Village Growth Areas. The CSUCP also identifies Neighbourhood Opportunity Areas at Benwell and Scotswood and Elswick and Walker, as requiring housing investment and an Area of Change at Newburn Riverside which is a large-scale brownfield site suitable for a new sustainable community.
- 4.1.4 CSUCP Policy UC4 identifies a range of new development sites in the Urban Core which will help to meet the continuing housing demand. These will come forward on Key Sites, a Development Opportunity Site, in mixed use schemes and on smaller sites. For this reason there are no allocations for the Urban Core housing sites identified in this DAP.
- 4.1.5 The policies contained in this plan will provide greater certainty to the housing market, whilst seeking to allow for flexibility to adapt to rapid change in Newcastle. Policy DM5 provides clarity on sites prioritised to be brought forward for housing development (Use Class C3 Dwellinghouses) over the plan period. Other forms of specialist residential accommodation could also be accommodated in the allocation sites to meet the city's needs. The sites included in DM5 are generally smaller sites than allocated in the CSUCP. The inclusion of specialist residential accommodation and smaller sites will contribute to providing a mix and choice of homes of price, type and tenure throughout the plan period until 2030.

Policy DM5 - Housing Sites

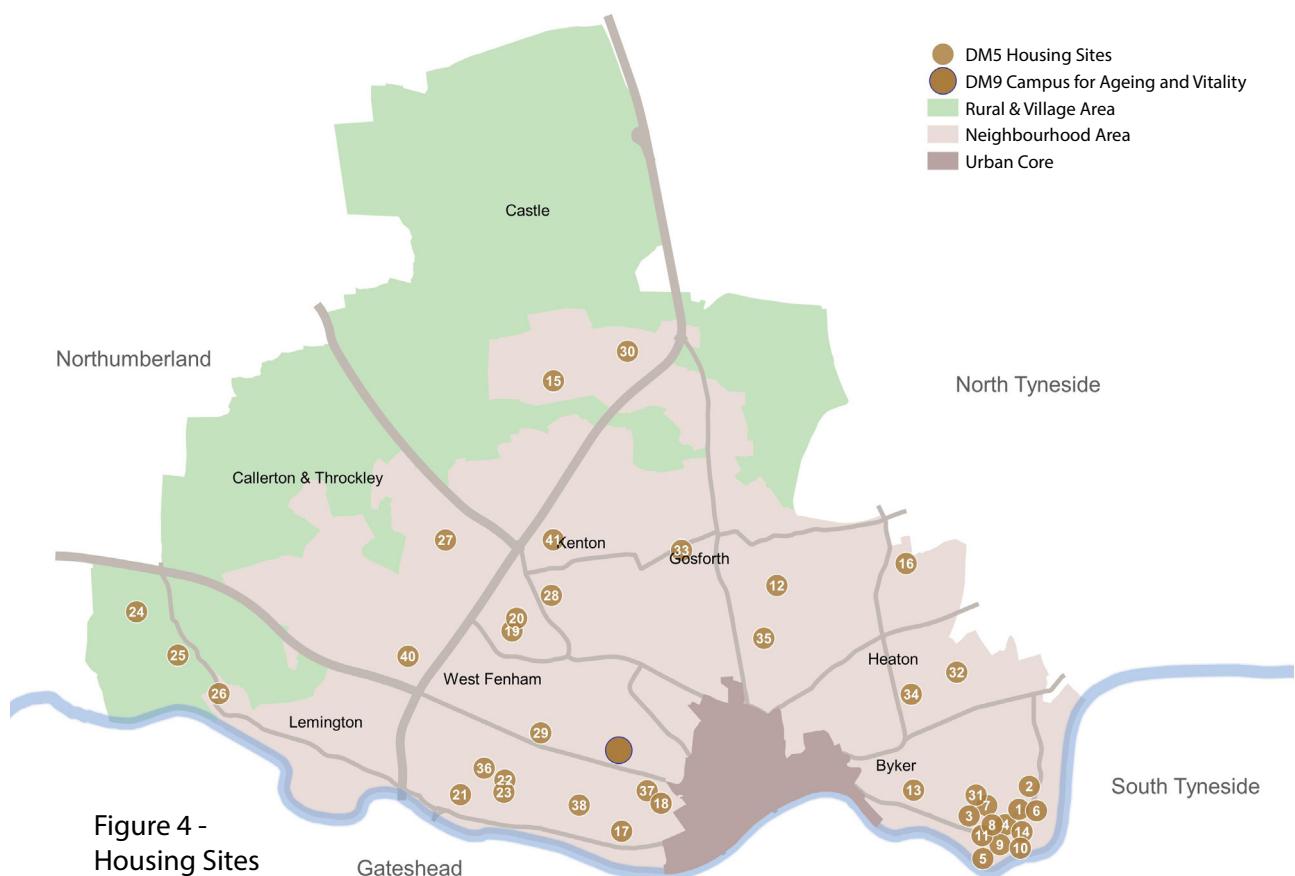
The housing sites listed in the table below and identified on the Policies Map are allocated for residential development providing approximately 4,200 new homes and a range and choice of accommodation:

Site Number	Site Address	Gross Site Area (Ha)	Indicative number of dwellings
1	Former Stack Public House and land to the west, Walker	0.91	28
2	Lamb Street, Walker	1.06	30
3	Site of 1243-1293 Walker Road, Walker	0.49	20
4	Land at 1450-1560 Walker Road, Walker	0.26	10
5	Land at Caldbeck Avenue, Walker	4.13	176
6	Land at 262-314 Church Street, Walker	0.36	19
7	Site of former Wharrier Street Primary School, Walker	1.17	45
8	Land at Sandwich Street / Walker Road, Walker	0.42	14
9	Land at Pottery Bank, Walker	2.45	73
10	Land east of Pottery Bank, Walker	1.12	43
11	Former Belmont Street Church, Walker	0.27	10
12	Land to the east of Matthew Bank, South Gosforth	2.27	52
13	Land to the south of Ayton Street, Byker	0.24	10
14	Site of former Gas Holder to East of Pottery Bank, Walker	1.55	60
15	Land to the south of Brunton Lane (Cell D), Newcastle Great Park, Castle	28.00	600
16	Land to west of Coach Lane, Manor Park	4.89	181

17	Land to the north of Beaumont Street, Elswick	5.97	180
18	Land to the west of Somerset Place, Elswick	0.84	35
19	Land to the south of 22-140 Roundhill Avenue, Blakelaw	1.11	46
20	Land to the south of Brockwell House, Blakelaw	0.62	22
21	Scotswood Development Area, Scotswood	33.35	1422
22	Land at West Benwell terraces, Benwell	2.95	85
23	Land at Westfield Road, Benwell	2.02	54
24	Land to the south west of Throckley Primary School, Hexham Road, Throckley	1.56	60
25	Land to the south of Hallow Drive, Throckley	0.32	14
26	Land to the east of Newburn Road, Newburn	0.56	23
27	Land to the west of Broughton Close, Newbiggin Hall	1.22	43
28	Land at Wansfell Avenue, Blakelaw	0.47	17
29	Site of former Westgate Community College (North), Grange Road, Fenham	2.09	60
30	Land to the south west corner of (Cell C), Newcastle Great Park, Castle	4.29	133
31	Land at Losh Terrace, Walker	1.81	51
32	Land on Benfield Road, Walkergate	3.19	40
33	Land on Salters Road, Gosforth	1.33	58
34	Land on Marleen Avenue, Heaton	4.20	150

35	Land on West Jesmond Avenue, Jesmond	0.17	10
36	Land on Whickham View, Benwell	0.66	85
37	Land at Sceptre Street, Elswick	0.27	12
38	Land at Maria Street / Caroline Street, Elswick	1.25	48
39	Land to the west of Roman Avenue, Byker	0.43	18
<p>The housing sites listed below (sites 40 and 41) are allocated for residential development subject to appropriate re-provision of open space in accordance with an open space assessment for each of the sites and at least 30% of the dwellings being for specialist and/or affordable housing on each of the sites.</p>			
40	Land to the north of Thornley Road, West Denton	3.40	112
41	Land to the south of Hartburn Walk, Kenton	2.12	63

Note: The council has prepared development principles for the housing allocation sites.



- 4.1.6 The threshold size for allocation is a site area of over 0.25 hectares or with capacity for at least 10 dwellings and above. Small and medium sized sites (1 hectares or under) play an important role in meeting the housing delivery for the city, whilst providing choice and variety of new homes.
- 4.1.7 The HELAA contains an assessment of future housing and employment sites and is regularly updated with details of the trajectory and 5 year housing land supply in the city. The DAP has responded positively to new opportunities for housing sites that have become available and which can make a positive contribution to meeting the housing need of the city's population.
- 4.1.8 Housing allocations in the DAP include a number of previously developed sites that were allocated in the Walker Riverside and Benwell Scotswood Area Action Plans and also identified within Neighbourhood Opportunity Areas in the CSUCP. The housing allocations in these Opportunity Areas will ensure provision of a range of housing to improve the quality and choice of housing and to ensure they remain attractive and sustainable communities.
- 4.1.9 The city has experienced increased rates of delivery of new homes since the start of the CSUCP plan period in 2010. However, this is in part attributable to a council-led programme of interventions in the market to deliver market and affordable dwellings. The delivery of new homes remains challenging within the Neighbourhood Opportunity Areas and within areas of the city experiencing low market demand. Where planning applications are submitted that are not policy compliant, it will be for the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.
- 4.1.10 The duty on local authorities and other bodies to have regard to local self-build and custom housebuilding registers requires monitoring of demand for this form of development. Sites that are suitable for housing would normally also be suitable for self-build and custom housebuilding. Within the city a number of self-build plots have recently been made available by private housing developers. Where appropriate the council will seek to plan for self-build serviced plots and custom housebuilding on sites taking into account feasibility and viability. If the level of demand increases significantly then development schemes will be encouraged to incorporate self-build serviced plots and custom housebuilding.

- 4.1.11 Two sites in the city currently in use as public open space (land to the north of Thornley Road (site 40) and land to the south of Hartburn Walk (site 41)) have been identified in Policy DM5 as having the potential to be developed for specialist and/or affordable housing which will help meet the city's housing need. The development of these sites will result in the loss of open space. Such proposals which result in the loss of existing open space are not usually permitted unless deemed surplus to requirements or the loss resulting from the development is replaced by equivalent or better provision in a suitable location. Supporting development on these sites will enable the delivery of much needed specialist and affordable housing. An open space assessment will be required for sites 40 and 41 to assess the impact of the loss of the open space in the locality and identify the necessary re-provision to compensate for the loss. The amount and type of alternative re-provision will be determined when the proposals come forward.

4.2 Accessible and Adaptable Housing

- 4.2.1 National planning policy outlines that in order to create inclusive and mixed communities local planning authorities should plan for a mix of housing, based on the needs of different groups in the community. In addition, new residential accommodation should be adaptable to changes in an individual's circumstances.
- 4.2.2 The promotion of lifetime neighbourhoods and providing a choice of quality accommodation is a strategic objective in the CSUCP. CSUCP Policy CS11 encourages the provision of Lifetime Homes, Wheelchair Accessible Homes, and increasing choice of suitable accommodation for the elderly population and those with special needs, including bungalows, sheltered accommodation and extra care accommodation.
- 4.2.3 To support independent living, personal wellbeing and ensure that new homes are fit to support a range of future needs, Policy DM6 sets out accessibility requirements for new homes.

Policy DM6 - Accessible and Adaptable Housing

The design of new build homes will be required to be flexible and adaptable for the future to meet the needs of the population. This will be achieved by requiring new housing developments of 10 dwellings or more to provide 25% of all new homes to be built to Accessible and Adaptable Standard (Building Regulation M4(2)).

Policy DM6

Policy DM6

Accessible and Adaptable Standard is defined as homes in Use Class C3 (dwellinghouses) built to be resilient and flexible for the future needs of the city. This will include homes built to accessible and adaptable standards suitable for future adaptation to meet the forecast needs for the elderly and the changing needs of residents. Currently the relevant accessible and adaptable standard is M4(2) of the building regulations. In future the specific measures incorporated into schemes will need to demonstrate compliance with the relevant government standards for accessible and adaptable homes at that time.

- 4.2.4 National planning guidance gives authorities the option to set additional technical requirements, exceeding the minimum access standards required by building regulations, to achieve improvements to housing stock suitable for the varied needs of the population.
- 4.2.5 The city's population, like the majority of the UK, is ageing with the number of people aged 65 years and over expected to increase by around 14,200 between 2015-2030 accounting for 47%¹ of net population growth over this period. The resultant changing housing requirements of an older population need to be recognised and addressed. This can in part be met through increasing the accessible and adaptable standards applied to all new housing through Policy DM6.
- 4.2.6 The specific measures incorporated into schemes will need to demonstrate compliance with the relevant accessible and adaptable standard (Building Regulation M4(2)). Where step-free access is not feasible for site specific reasons or other circumstances are justified, such as on steeply sloping land or stair accessed apartments, off-site contributions towards meeting the citywide need in new build dwellings will be required. Where it can be demonstrated that step free access is not viable, the accessible and adaptable (Building Regulation M4(2)) requirement would not apply either on or off site.

4.3 Space Standards

- 4.3.1 The Nationally Described Space Standards includes a set of gross internal areas which represents a reasonable level of internal provision for new dwellings. The standard varies for different types of dwellings and incorporates requirements for internal storage, minimum bedroom size and a minimum floor to ceiling height. Overall these features are intended to ensure that new homes provide a flexible and high quality environment capable of responding to occupants needs and supporting a high quality of life. Policy DM7 requires new homes meet the Nationally Described Space Standards to accommodate the needs of residents and remain attractive to successive generations.

Policy DM7

Policy DM7 - Space Standards

The design of all new homes will be required to meet the Nationally Described Space Standards.

Policy DM7

- 4.3.2 The Government's Nationally Described Space Standards will secure new homes which can accommodate a basic set of furniture, fittings, activity and circulation space. These standards will be introduced in one year from the date of adoption allowing for a period of transition in accordance with the national planning guidance. It will not be applied retrospectively to those applications for reserved matters where the outline permission was determined or is subject to a resolution to grant permission (including subject to planning obligations) before the end of the transition period. The city benefits from significant identified historic assets, and demonstrable constraints to policy compliant conversion of properties will be taken into account as necessary.

4.4 Specialist Residential Accommodation

- 4.4.1 The need for specialist accommodation is expected to increase. CSUCP Policy CS11 seeks to provide a range and choice of housing to meet the varied needs of our population. The building of attractive and sustainable development is critical to meeting the objectives of the plan. Policy DM8 sets out criteria for the development of specialist residential accommodation.

Policy DM8

Policy DM8 - Specialist Residential Accommodation

All development providing specialist residential accommodation will be required to be:

1. Located within an existing community and to deliver a mix of housing within that community.
2. Easily accessible to existing local services and facilities, including local health care services.
3. Designed to Accessible and Adaptable Standard (Building Regulation M4(2)) and/or Wheelchair User Standard (Building Regulation M4(3)).

Policy DM8

Specialist Residential Accommodation is defined as Class C3 (Dwellinghouses) and C2 (Residential Institutions) which provides specially designed homes for people with specific needs, including assisted living accommodation for people over 55 years old, retirement and sheltered apartments and housing where care is provided. General needs bungalows and student accommodation are excluded from this definition.

- 4.4.2 Providing specialist accommodation and homes which are attractive for people with specific housing requirements will help meet future housing and care needs, whilst assisting in releasing under-occupied larger family homes. The council's Specialist Housing Delivery Plan² aims to help people to stay living independently for as long as possible in a home of their choice. This could either be via a supply of purpose-built housing designed to meet specific needs or needs groups, or providing adaptations to existing homes.
- 4.4.3 Specialist accommodation should be developed in suitable and sustainable locations, integrated within the community and within easy access to services to promote independent living. Currently specialist accommodation will be expected to conform to the appropriate standards set out within the Building Regulations (as amended 2015) relating to Accessible and Adaptable Dwellings Category M4(2) or Wheelchair User Dwellings M4(3) and in the future specialist accommodation will be expected to comply with the relevant government standards. These requirements are in addition to those set out in Policy DM6 relating to Accessible and Adaptable standards.

Policy Links

- CSUCP Policies CS1, CS3, CS9, CS10, CS11, UC4, DEL1
- Planning Obligations SPD
- Development Management Validation Checklist

4.5 Campus for Ageing and Vitality (CAV) Site

- 4.5.1 The Campus for Ageing and Vitality (CAV) site, formerly known as the General Hospital site, is approximately 12 hectares and located on Westgate Road within easy access of the Urban Core. A number of healthcare services in the city have been transferred away from the site and this has led to large parts of the site becoming available for redevelopment. Policy DM9 allocates the site for mixed-use development.

Policy DM9

Policy DM9 - Campus for Ageing and Vitality (CAV) Site

The Campus for Ageing and Vitality (CAV) site, identified on the Policies Map, is allocated for mixed-use. The principal uses will include, Retail (A1), Business Uses (B1) and Residential Institutions (C2), Dwellinghouses (C3) and Non-residential Institutions (D1).

1. Development on the CAV site will be required to:
 - i. masterplan the site to demonstrate a comprehensive and co-ordinated approach to the site's redevelopment;
 - ii. provide high quality sustainable design and scale and massing appropriate to the character of the area;

- iii. sustain, conserve and enhance the significance, appearance, character and setting of heritage assets;
 - iv. investigate, preserve and promote the significance and understanding of the Frontiers of the Roman Empire - Hadrian's Wall World Heritage Site;
 - v. maintain public access through the site through the provision of pedestrian and cycle links between Nuns Moor Road and Westgate Road, Wingrove Road and Brighton Grove;
 - vi. protect and enhance important trees and landscape features; and
 - vii. provide a foul and surface water drainage strategy.
2. Retail use must not exceed 1,300 square metres (net) of convenience goods floorspace and must provide an active frontage onto Westgate Road.

- 4.5.2 At present the CAV site is only partially in use. The northern portion of the site contains the Newcastle University Campus for Ageing and Vitality. Redevelopment of the southern portion and western parts of the site for future office and research and development investment opportunities could form part of a knowledge driven, cluster for science and technology attached to the existing research facilities on the site.
- 4.5.3 The delivery of both general needs and specialist forms of housing on the CAV site will also 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.
- 4.5.4 The comprehensive and coordinated development of the site in accordance with a masterplan will provide the opportunity to ensure the site is utilised to its full potential and a wide range of benefits from the site redevelopment are secured. The masterplan will need to identify how each phase of the development will deliver a sustainable form of development. Further guidance is set out in the Campus for Ageing and Vitality Site Evidence Paper and Sequential Test.
- 4.5.5 The site includes opportunities for the creative re-use and interpretation of designated and non-designated heritage assets. Hadrian's Wall passes along the southern edge of the site and forms part of the wider Frontiers of the Roman Empire – Hadrian's Wall World Heritage Site. Hadrian's Wall is an asset of Outstanding Universal Value (OUV) and opportunities to better reveal the significance of the Wall its setting and the buffer zone will be sought.
- 4.5.6 The site masterplan will need to show access to the site and secure pedestrian and cycle routes providing permeability through the site linking Nuns Moor Road with Westgate Road and Wingrove Road with Brighton Grove.

- 4.5.7 The site also contains protected trees. Development will need to protect and enhance tree and landscape features on the site in accordance with DM28. A coordinated drainage strategy in accordance with CS17 and DM26 for the site will also need to be developed.
- 4.5.8 A small convenience foodstore is appropriate in the south west area of the site to link to the adjacent West Road District Centre. The size of the store will be limited to a maximum of 1,300 square metres (net) floorspace to ensure that it would not unacceptably harm the vitality and viability of other nearby District and Local Centres. The design of the foodstore will need to respect the setting of adjacent heritage assets providing active ground floor frontage.

5 Transport and Accessibility

National policy promotes sustainable development which minimises trip generation and journey length, encourages the use of sustainable modes of transport and promotes accessibility for all. Sustainable development also helps reduce the need for people to travel, manages congestion, improves road safety, meets climate change reduction targets, as well as improving people's health by creating more opportunities for walking and cycling.

Transport and accessibility policies will ensure sustainable transport choices are integrated into future developments. They will support the delivery of the priorities and principles set out in the CSUCP, and at a regional level in the "Our Journey, A 20 year Transport Manifesto for the North East Combined Authority (NECA)"³.

CSUCP Policy CS13 sets out how the enhancement and delivery of an integrated transport network to support sustainable development will be promoted in Newcastle. This includes encouraging sustainable travel choices, improving the operation of the transport network and measures to ensure future development is safe for users and maximises the opportunities to use sustainable transport modes.

Transport assessments, transport statements, and travel plans have an important role in supporting the delivery of national, regional and local transport policies and objectives. They are key mechanisms in determining the impact of proposals, and are required as part of planning applications where the development is likely to have significant transport implications. Further details on submitting transport assessments, transport statements and travel plans can be found in Transport Assessments, Travel Plans and Parking Developer Guidance.

Road vehicles are a major source of Nitrogen Dioxide and particulate matter. As in many urban areas in the UK, it is these air pollutants that cause the greatest concern in Newcastle. The preparation of a transport assessment or statement and a travel plan can help mitigate Newcastle's air quality issues by ensuring developments are accessible by walking, cycling and public transport. Developments that are likely to have an adverse effect on air quality as a result of increased traffic levels will be required to undertake an air quality assessment in accordance with Policy DM24 Environmental and Health Impacts of Development.

5.1 Pedestrian and Cycle Movement

- 5.1.1 Improving accessibility for walking and cycling has multiple benefits, including the creation of safer, more attractive places, improved physical and mental health and reduced carbon emissions and climate change impacts from transport. Policy DM10 requires development to be designed to encourage walking and cycling.

Policy DM10 - Pedestrian and Cycle Movement

Development will be required to:

1. Provide safe, convenient, attractive and continuous pedestrian and cycle links to key local facilities and services.
2. Provide connections through developments both to the existing and future wider pedestrian and cycle network.
3. Demonstrate that major developments are within acceptable walking and cycling distances of key local facilities and services.

- 5.1.2 Development must be designed to encourage walking and cycling. Consideration should be given to how barriers to walking and cycling, such as gaps in the pedestrian and cycle network, gradients, poor quality and maintenance of routes and concerns regarding safety can be addressed. Routes must be legible, inviting, direct, pleasant, easy to use and designed to ensure that accessible and inclusive environments are provided for all.
- 5.1.3 To improve accessibility for pedestrians and cyclists, developments are required to provide links through sites and routes to the wider walking and cycling network. This includes the Public Rights of Way (PROW) Network and the pedestrian and cycle network. The PROW network is also important for equestrians. 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. A pedestrian and cycling network plan will be developed based on the Department for Transport's (DfT) Local Cycling and Walking Infrastructure Plans (LCWIP) guidance⁴ and this will form part of the council's Cycling Strategy.
- 5.1.4 Enabling people to consider cycling as an alternative transport choice has the potential to significantly increase its modal share for every-day trips, thereby reducing traffic congestion. For this reason, developing the city's cycle network and links to it is central to Newcastle's long-term cycling strategy. Converging at the Urban Core, the cycle network connects communities to key facilities and services.
- 5.1.5 An important factor in encouraging people to walk and cycle is ensuring that key local facilities and services, such as shops, schools and public transport are easily accessible on foot and by cycle. The distance people are prepared to walk or cycle depends on a range of factors, including the attractiveness of the route and destination. Major developments should refer to national guidance including LTN 1/04 Policy, Planning and Design for Walking and Cycling, LTN 2/08 Cycle Infrastructure Design and CIHT Planning for Walking and any subsequent revisions or relevant new publications, to ensure an acceptable level of accessibility is achieved.

5.2 Public Transport

- 5.2.1 Public transport provides one of the most viable alternatives to the private car and can play a significant role in minimising the number of car trips on the highway network as well as providing for other benefits such as improving health and wellbeing and reducing carbon emissions. National guidance promotes managing patterns of growth to promote use of public transport. This includes designing developments, where practical, to have access to high quality public transport facilities.
- 5.2.2 Policy DM11 sets out in more detail how developments can promote public transport as a sustainable travel choice, as required by CSUCP Policy CS13.

Policy DM11	Policy DM11 - Public Transport	Policy DM11
	<ol style="list-style-type: none">1. Major development will be required to promote and facilitate the use of public transport and demonstrate accessibility by public transport to the Urban Core and other key local facilities.2. Callerton Parkway, Newcastle Great Park, Kingston Park and Regent Centre are designated on the Policies Map as park and ride facilities. The designated Callerton Parkway site has potential to accommodate up to 600 park and ride parking spaces.	

- 5.2.3 To ensure major developments are accessible by public transport they should be within 400 metres walking distance of a bus stop or 800 metres of a Metro station. Major developments must be served by existing or new bus services at a frequency commensurate with the scale, nature and location of the development proposed. The layouts of new major developments should be designed to facilitate the efficient operation of bus services and routes should be as direct as possible.
- 5.2.4 Public transport accessibility is expected to be demonstrated through a Transport Assessment or Transport Statement and will be assessed against the frequency and travel time to the Urban Core and key local facilities (including the nearest district centre and local centres, schools and General Practitioners).
- 5.2.5 Minimising car traffic which enters the city and instead utilising public transport will assist in reducing congestion on the highway network and the associated adverse impacts upon air quality in areas situated close to roads. For this reason, the retention and where necessary expansion of park and ride facilities on the edge of the city is appropriate to accommodate travel demands from existing and future developments. It is widely accepted that the provision of Park and Ride facilities can contribute to reducing levels of congestion and the number of vehicles in town and city centres.

- 5.2.6 The Callerton Parkway Park and Ride designation currently contains a 195 space car park. It is one of the most successful park and ride schemes in Tyne and Wear due to its location next to a Metro Station and the A696 on the western edge of the city. Housing developments to the west of the city including at Upper, Middle and Lower Callerton are likely to increase parking demand at this location. The designation allows for up to 600 spaces for park and ride parking within the site.
- 5.2.7 Newcastle Great Park Park and Ride is a 500 space car park on the northern edge of the city with direct links to the A1. The facility provides direct access to a high-frequency bus public transport corridor, linking the Great Park with the Regent Centre Interchange, Gosforth and the Urban Core. Expanded housing developments at the Great Park and to the north of the city will increase parking demand at this location. The operation of the Newcastle Great Park Park and Ride is under review and it is likely to incorporate pick up and drop off provision for nearby schools.
- 5.2.8 Kingston Park provides 96 car parking spaces. It is next to a District Centre and Metro and provides a key link to the Urban Core and Newcastle International Airport. Regent Centre Park and Ride provides a 183 space multi-storey car park. It is located on a key public transport route linking to both the metro system and local bus services, local services and the Urban Core.

5.3 Parking and Servicing

- 5.3.1 Policy DM12 includes requirements for development to manage both parking and servicing. The availability of parking has a direct impact on the mode of travel people choose for their journey. Parking provided as part of developments must be of an appropriate quality and level to cater for the development and visitors whilst, helping to promote sustainable transport choices.
- 5.3.2 Adequate servicing allows businesses to operate efficiently. However, this needs to be balanced with the adverse impact freight movements and servicing and loading requirements can have on the environment and quality of place.

Policy DM12 - Parking and Servicing

Development will be required to provide:

1. Safe, secure and useable vehicle and cycle parking that satisfies its operational requirements and is generally in accordance with the parking levels set out in Appendix 6.
2. Employee changing and shower facilities for major non-residential developments.
3. Adequate drop-off and collection, servicing and loading facilities.

- 5.3.3 It is important that parking provision is safe, secure and located in convenient places. Measures such as providing appropriate lighting and surveillance can help reduce crime and the fear of crime, thereby increasing the usability of parking facilities.
- 5.3.4 Demand for car parking in urban areas will be managed to reduce long-stay commuter parking and improve conditions for sustainable transport modes. Appendix 6 sets out guidance on the appropriate parking levels for cycles and vehicles. The guidance has taken into consideration factors such as car ownership levels and demand arising from various types of development. The levels of car parking associated with a particular type of development should normally be in accordance with Appendices 6a and 6b. Other levels of car parking provision may be acceptable depending on the particular circumstances of the site, including its accessibility to sustainable means of transport, and whether proposals include complementary initiatives that could reduce the need to travel by private car. Proposed parking levels should be justified and set out through a Transport Statement or Transport Assessment as appropriate. Further guidance on parking specifications is set out in the council's Transport Assessments, Travel Plans and Parking Developer Guidance.
- 5.3.5 Funding from the DfT's Cycle City Ambition Fund has supported improvements to help create a cycle-friendly city environment. Developments can contribute towards this objective by encouraging the increased use of cycling through providing appropriate facilities for cyclists. These will include providing levels of safe, secure and useable cycle parking, both for residential and commercial development. Guidance on the appropriate level of cycle parking is set out in Appendix 6c. Further guidance on cycle parking specifications is set out in the council's Transport Assessments, Travel Plans and Parking Developer Guidance. The provision of appropriate shower and changing facilities for employees in major non-residential developments will promote cycling.
- 5.3.6 Development will also be required to demonstrate how any servicing and loading requirements associated with its day-to-day operation have been incorporated into its design in accordance with the council's Transport Assessments, Travel Plans and Parking Developer Guidance. Proposals will be required to demonstrate impacts on highway operation and safety, and how the routes and space required for the manoeuvring of refuse collection and delivery vehicles will be accommodated. CSUCP Policy UC8 requires all major developments within the Urban Core Freight Management Area of the city to provide a Delivery Service Plan. Further details on submitting a Delivery Service Plan can also be found in the Transport Assessments, Travel Plans and Parking Developer Guidance.

5.4 Road Hierarchy

- 5.4.1 Newcastle's highway network performs a range of functions, from roads that are designed primarily to move people and vehicles as efficiently as possible, to streets where the emphasis is on creating a sense of place. These functions often put competing demands on the highway and balancing the needs of all users can be challenging. CSUCP Policy CS13 requires development to connect safely and minimise its effects on the existing transport network. The road hierarchy is part of the council's highway network management strategy to address these challenges.
- 5.4.2 Directing vehicular traffic onto key road corridors can help mitigate the impacts of development. The road hierarchy, as set out in Policy DM13, can also discourage through traffic, whilst maintaining local access for residents and businesses. This creates opportunities, particularly in those areas not included in the hierarchy, to improve conditions for pedestrians and cyclists, and create welcoming places that are safe and attractive to all.

Policy DM13

Policy DM13 - Road Hierarchy

The following hierarchy of roads are designated on the Policies Map in order to support the management of movement on the highway network and to ensure the safe and efficient movement of people and goods.

1. Strategic Road
2. Primary Distributor Road
3. Secondary Distributor Road
4. Public Transport Distributor Road

Development must ensure that proposals are in accordance with the road hierarchy definitions as set out in Appendix 2.

Policy DM13

- 5.4.3 Newcastle's road hierarchy consists of Strategic Roads (which are managed by Highways England), Primary Distributor Roads, Secondary Distributor Roads and Public Transport Distributor Roads. Public Transport Distributor Roads can be classed as either Primary or Secondary Distributor Roads depending on their characteristics.
- 5.4.4 Development should direct traffic to the appropriate type of road within the hierarchy, depending upon the level and form of traffic likely to be generated. This will assist in reducing conflict between different road users and ensure a safe and suitable access from the development to the existing transport network.

5.5 Mitigation and Highway Management

- 5.5.1 The council acting as local highway authority, has the responsibility to provide and maintain a functional, safe highway network. Policy DM14 will ensure the safe movement of traffic within Newcastle.

Policy DM14

Policy DM14 - Mitigation and Highway Management

1. Development will be required to adequately mitigate against its impact on the highway network in the interests of safety, efficiency and accessibility.
2. Development involving works to the public highway will be required to be undertaken in accordance with the standards of the highway authority.
3. Development creating new public highway to be adopted by the council will be required to be constructed in accordance with the standards of the highway authority.

Policy DM14

- 5.5.2 To limit the impacts of development, proposals must ensure that safe and suitable access to a site can be achieved onto the existing transport network, and that improvements can be undertaken on the network. Conflicts between vehicles and other road-user groups should be minimised and proposals should ensure highway solutions are safe and accessible for all modes.
- 5.5.3 Development will also be required when necessary to undertake works to the existing public highway to mitigate its impacts on the safety of the highway network. These works are often undertaken under section 278 of the Highways Act 1980. These highway works must be designed to meet the future needs for the range of transport modes that could be affected by the development, in accordance with the standards of the highway authority. Where development proposals seek to create new lengths of highway infrastructure then this will also be required to be built to the standard of the highway authority to ensure it is safe for all future users.
- 5.5.4 Where the developer proposes that highway infrastructure is adopted by the highway authority, it will be necessary to enter into an agreement with the council. Developers should refer to the relevant approved council standards to ensure that highway works are delivered to the satisfaction of all parties.

Policy Links

- CSUCP Policy CS13, CS14, CS15, DEL1, UC6, UC7, UC8, UC9
- Transport Assessments, Travel Plans and Parking Developer Guidance
- Newcastle City Council Cycling Strategy
- Newcastle City Council Design and Construction of Roads and Access to Adoptable Standards Guide
- Development Management Validation Checklist

6 People and Place

6.1 Conservation of Heritage Assets

- 6.1.1 The rich and varied historic environment within Newcastle is important to its physical, social and cultural development. It is a key contributor to the city's unique identity and creates social and economic benefits. Together, the suite of policies relating to the conservation of heritage assets, the conservation and enhancement of the setting of heritage assets, the preservation of archaeological remains, building recording, shopfronts and signage, temporary shroud adverts and the Battlefield of Newburn Ford collectively comprise a positive strategy for the conservation and protection of the city's historic environment. When combined with the pro-active approach established in the CSUCP (Policies CS15 and UC14) - which promotes the use, enjoyment and understanding of the historic environment, seeks to reduce the level of heritage at risk, supports appropriate adaptive reuse of heritage assets and takes opportunities for the contemporary interpretation of the city's historic environment - the council has developed a wide ranging positive approach to the historic environment. These policies reflect the importance of one of England's principal historic cities, celebrating, valuing, conserving, sustaining and enhancing a historic legacy from roman, medieval, post-medieval and modern times.
- 6.1.2 Policy DM15 sets out how development affecting the heritage assets in the city will be managed.

Policy DM15

Policy DM15 - Conservation of Heritage Assets

1. The alteration, extension, restoration or development of heritage assets must sustain, conserve and, where appropriate, enhance their significance, appearance, character and setting. Proposals will be required to:
 - i. be accompanied by a detailed analysis and justification of potential impact of the development on the heritage asset and its context;
 - ii. conserve built fabric and architectural detailing that contributes to the heritage asset's significance and character; and
 - iii. ensure that extensions or alterations to heritage assets are appropriate in scale, mass, footprint, materials and architectural detailing and reflect the significance of the heritage asset.
2. Development must ensure that the significance of a conservation area and registered park and garden is preserved or enhanced, including retention of historically important features.

3. The demolition of an unlisted building in a conservation area will only be allowed if:
- i. the building is of limited merit and makes little or no contribution to the character or appearance of the conservation area; and
 - ii. any replacement development or new use would contribute to the conservation or enhancement of the character or appearance of the conservation area; and a contract for the approved replacement development has been let.

- 6.1.3 Policy DM15 provides a strategy for the conservation and enhancement of the historic environment by focusing on the individual heritage assets and their significance, appearance, character and setting as a basis for informing change. Alterations should be informed by the significance of the heritage asset, which may include historic fabric or architectural detailing and, should seek to retain such fabric and detailing. Where possible, alterations should be reversible. However, the reversibility of an alteration does not provide justification for those works which are considered to be harmful to the significance of the heritage asset.
- 6.1.4 In accordance with national planning policy any proposal which results in harm to the significance of a designated heritage asset will be required to demonstrate that public benefits will outweigh any harm caused.
- 6.1.5 Any proposals which result in harm to the significance of non-designated heritage assets will be considered against national guidance. A local list of the city's buildings and sites considered to be of historic or architectural value to the local community has been adopted as an SPD. The list of non-designated heritage assets includes a range of buildings, spaces and structures. The Tyne and Wear Historic Environment Record contains detailed information which can help to establish the identity and significance of potential non-designated heritage assets.
- 6.1.6 Newcastle contains 12 conservation areas. They are supported by Conservation Area Character Appraisals, Statements and Management Plans. These documents will be a material consideration in the assessment of proposals for development that affect the character of conservation areas and will be used to support and guide enhancement.
- 6.1.7 The demolition of an unlisted building within a Conservation Area will normally require planning permission. Any application for demolition will need a clear justification on its contribution to the architectural and historic value to the area. Demolition should only take place once a contract has been let for the approved replacement development.
- 6.1.8 A number of heritage assets within the city are identified on the Heritage at Risk Register. Development proposals which affect heritage assets included on the Heritage at Risk Register will be required to demonstrate how they will bring that heritage asset into repair, and where possible, reuse. Development proposals which leave heritage assets vulnerable to risk will not be supported in accordance with CSUCP Policy CS15(2).

6.2 Conservation and Enhancement of the Setting of Heritage Assets

- 6.2.1 The setting of heritage assets is defined within national planning guidance. Its extent is not fixed and may change as the asset and its surroundings evolve. The setting of heritage assets may make a positive or negative contribution to the significance of an asset. CSUCP Policy CS15 requires development to respect and enhance the setting of heritage assets. Policy DM16 provides further detail as to how the impact of developments upon the setting of heritage assets will be assessed.

Policy DM16

Policy DM16 - Conservation and Enhancement of the Setting of Heritage Assets

Development proposals which impact on the setting of heritage assets will be required to:

1. Ensure that its design, location, siting, form and appearance conserves or enhances the significance of the heritage asset, its setting and surrounding key views.
2. Consider any additional impacts on the setting of heritage assets, including the degree of permanence of any impact.

Policy DM16

- 6.2.2 The setting of heritage assets can vary greatly. In most cases it will extend beyond the boundary of the heritage assets itself. In considering the impact of development upon the setting of heritage assets a range of attributes will be taken into consideration including its proximity to the asset, degree to which location will physically or visually isolate the asset and position in relation to key views, as well as the cumulative impact along with other alterations or developments in the area. The impact of a development upon the form and appearance of the heritage asset will include its prominence, dominance or conspicuousness, the use of materials, architectural style and any associated activity arising from the development.
- 6.2.3 In addition to the above impacts upon the setting of heritage assets, other wider effects may also need to be assessed, including any changes to built surroundings and spaces and skyline arising from the development, any noise, environmental and amenity impacts that could affect the heritage asset, as well as changes to public access, tree cover and archaeological context. Effects on setting can also include the permanence of the development and any longer term or consequential effects arising from the development.
- 6.2.4 When assessing the impact of a development upon the setting of a heritage asset, the significance of the affected heritage assets, including their character and appearance, and the local characteristics of the area will need to be taken into consideration. Any public benefits arising from the proposal will be considered against any harm to the heritage assets in accordance with national guidance.

Policy Links

- CSUCP Policies CS15 and UC14
- Newcastle upon Tyne Local List SPD
- Conservation Area Statements, Conservation Area Character Appraisals and Conservation Areas Management Plans
- Development Management Validation Checklist

6.3 Preservation of Archaeological Remains and Archaeological Work

- 6.3.1 For over two thousand years, there have been communities living and working on the north bank of the River Tyne. The modern landscape contains physical traces of these past communities within and beneath it. Newcastle contains physical remains dating from prehistoric to modern times. The Hadrian's Wall corridor, which is protected as a UNESCO World Heritage Site, runs through the city. Many of Newcastle's suburbs originated as medieval villages and the city itself was once a walled medieval town.
- 6.3.2 Newcastle has a high concentration of heritage assets of archaeological interest. National planning guidance advises that local planning authorities should require developers to record and advance understanding of any heritage assets to be lost. CSUCP Policy CS15 requires development to support and safeguard the historic environment by promoting the use, enjoyment and understanding of the historic environment. Policy DM17 sets out in more detail how better understanding of heritage assets can be achieved through archaeological recording and where appropriate their preservation. Preservation of archaeological remains is the first choice and must be considered before excavating and recording.

Policy DM17

Policy DM17 - Preservation of Archaeological Remains and Archaeological Work

1. Development will be required to safeguard the understanding of the historic environment of the city through undertaking archaeological investigations where proposed development may affect a known site or potential area of archaeological remains.
2. Where assessment and evaluation have established that proposed development will adversely affect a site or area of archaeological interest the developer will be required, where justified, to preserve the remains in-situ. Where preservation in-situ is not justified the archaeological remains below ground and on the surface will be recorded and excavated prior to development commencing.

3. The Outstanding Universal Value (OUV) of the Frontiers of the Roman Empire World Heritage Site will be protected and sustained. To achieve this, development will be required to protect, maintain and enhance the integrity and understanding of the Frontiers of the Roman Empire World Heritage site, and its setting.
4. The results of archaeological investigations must be deposited with the Tyne and Wear Historic Environment Record and Tyne and Wear Archives. Any significant archaeological findings will also be published.

- 6.3.3 Policy DM17 relates to both designated and non-designated heritage assets and requires that, where appropriate, planning applications will be accompanied by archaeological investigations: desk-based assessment, geophysical survey, fieldwalking, topographical survey and evaluation trenching. The findings of the preliminary archaeological work may indicate the need for further archaeological mitigation.
- 6.3.4 The need to undertake archaeological work is determined by the local planning authority. Archaeological work must be undertaken by a suitably experienced professional archaeological organisation in accordance with a specification provided by the council or a Written Scheme of Investigation written by the applicant's archaeologist and approved by the council. All archaeological work must be carried out in accordance with the relevant Chartered Institute for Archaeologists Standard and Guidance.
- 6.3.5 The need to preserve remains in-situ will be determined by the local planning authority considering the nature of the heritage asset. Archaeological remains are valuable evidence of the city's past. Their protection is an important consideration when development which affects known or potential archaeological sites is proposed.
- 6.3.6 Opportunities will be sought through development, which support and maintain the positive management of the World Heritage Site and deliver improved conservation, presentation and interpretation of the Frontiers of the Roman Empire World Heritage Site. The World Heritage Site Management Plan will guide assessment of proposals.
- 6.3.7 This policy ensures that archaeological investigation takes place prior to or during intrusive development in areas of archaeological potential or interest. The purpose of pre-determination archaeological work is to ascertain whether heritage assets are likely to be affected by a proposed development and to determine their significance and degree of survival. Where it is agreed that the heritage asset does not require preservation in-situ, archaeological mitigation fieldwork ensures that the remains are fully recorded before being lost.
- 6.3.8 The results of the building recording and archaeological recording must be deposited with the Tyne and Wear Historic Environment Record and Tyne and Wear Archives. Significant findings must also be formally published in order to make the information publicly accessible and to advance understanding.

6.4 Building Recording

- 6.4.1 Where a development will comprise works to a designated or non-designated heritage asset then building recording will be required, as set out in Policy DM18.

Policy DM18

Policy DM18 - Building Recording

Prior to the demolition, alteration, extension or restoration of heritage assets (both designated and non-designated) appropriate building recording relevant to the asset's significance and the scope of works will be undertaken and the results deposited with the Tyne and Wear Historic Environment Record and Tyne and Wear Archives.

Policy DM18

- 6.4.2 Building recording may comprise detailed archaeological survey or a photographic record, depending upon the significance of the heritage asset and the nature of the works proposed. The survey must be undertaken by a suitably experienced professional in accordance with a specification provided by the council and to the relevant Historic England and Chartered Institute for Archaeologists Standard and Guidance.

6.5 Battlefield of Newburn Ford 1640

- 6.5.1 The Battle of Newburn Ford took place on 28 August 1640 between the English and Scottish Armies as part of the Second Bishops War. The defeat of the English resulted in the surrender of Newcastle to the Scots. Due to this historic significance, the Battlefield of Newburn Ford is a Registered Historic Battlefield designated as a heritage asset. National policy describes Registered Historic Battlefields as being 'assets of the highest significance'. As such the council sets out in Policy DM19 its approach to preserving and raising awareness of the significance of the Battlefield of Newburn Ford and ensuring substantial harm or loss to the heritage asset is wholly exceptional.

Policy DM19

Policy DM19 - Battlefield of Newburn Ford 1640

The significance of the Battlefield of Newburn Ford will be protected, sustained and enhanced by:

1. Protecting it against development which adversely affects the interpretation of the course of events during the battle.
2. Requiring development to enhance the appearance of the Battlefield through careful design of landscaping, use of materials, and provision of public access and interpretation.

Policy DM19

6.5.2 Developers will be required to protect, sustain and enhance the appearance of the Battlefield through the sensitive design of landscaping, use of materials, provision of public access and interpretation of the battle. Background history relating to the 1640 Battle of Newburn Ford is included in the Historic England Register and is available via the Tyne and Wear Historic Environment Record. The Newburn Ford Historic England Report 2018⁵ has been prepared to provide guidance informing the development of proposals which affect the battlefield.

Policy Links

- CSUCP Policies CS15 and UC14
- Archaeology and Development SPD
- Development Management Validation Checklist

6.6 Design

6.6.1 Good design is essential to secure sustainable high quality development and inclusive places. To achieve this CSUCP Policies CS15 and UC12 requires development to respond positively to local distinctiveness and character, and be safe, accessible, respect significant views and take the opportunity to include public art features. Policy DM20 sets out detailed place-making criteria to be used alongside national guidance and CSUCP Policies CS15 and UC12.

Policy DM20

Policy DM20 - Design

Development will be required to deliver high quality and sustainable design by:

1. Taking full advantage of positive site features including retaining the best buildings and securing opportunities to improve the character and quality of an area.
2. Demonstrating a positive response to topography, natural and built landscapes.
3. Using materials, colours, tones and textures appropriate to the characteristics of the area.
4. Enhancing the appearance of the city from major movement corridors.
5. Accommodating an appropriate mix of uses.
6. Making efficient use of land by promoting higher densities where appropriate, taking account of the character of the area and location.

7. Taking a comprehensive and co-ordinated approach to development.
8. Incorporating hard and soft landscaping as an integral part of design, maximising tree planting, where appropriate, and providing for its long-term maintenance.
9. Providing high quality inclusive spaces and buildings which promote active and healthy lifestyles.
10. Incorporating measures to address the impacts of climate change and adverse microclimatic conditions.
11. Integrating mechanical plant, refuse and cycle storage into the design of a building.
12. Ensuring that development contributes to a reduction in crime and disorder and is resilient to terrorism, delivers safe and secure buildings and spaces.

Policy DM20

- 6.6.2 High quality design should create attractive places through good architecture and effective landscaping contributing towards a well-designed city. To achieve this, development will be required to set a high standard of design which respects its surroundings. Policy DM20 will ensure that the best buildings, positive site features, landscape and historic features are retained where possible. Best buildings are considered to be of architectural merit, reflecting a high standard of design quality and/or demonstrating design innovation of a particular period of time.
- 6.6.3 Development should ensure it is integrated into its surrounding built, natural and historic environments by adding to the overall quality of the area. A range of options should be explored demonstrating appropriate massing and a mix of uses for the site. Buildings should also be flexible so that they can change and adapt over time. In order to achieve sustainable development, proposals should make optimal use of land, particularly in highly accessible locations subject to an assessment of site constraints. The opportunity for high quality hard and soft landscape design will be integral to achieve a successful design.
- 6.6.4 The council's Landscape Character Assessments⁶ and the Tyne and Wear Historic Landscape Characterisation Report⁷ will assist in identifying the unique character of parts of the city and should be taken into consideration when considering opportunities to improve an areas character and quality.

- 6.6.5 Major movement corridors include key routes into the city by road, cycle, rail and river and across a variety of rural and urban settings. These are defined in Appendix 3. They are key in promoting the perception of Newcastle as an attractive and interesting place. These routes merit special attention where high quality design will be particularly important. Enhancement along these routes should provide high quality architecture and could include tree and hedgerow planting, improvement of vistas from bridges, improving building frontages and forecourts.
- 6.6.6 High quality design should create buildings and spaces that promote active and healthy lifestyles, can be successfully accessed and used by everyone safely, and ensure that they assess the defence and security threats, can be adaptable to other uses and are resilient to the effects of climate change. This requires consideration as to how buildings and their individual elements are viewed and function together to encourage multiple benefits for all. In considering the layout and design of buildings, development must demonstrate how it has included measures that address its impact upon climate change such as impact upon local microclimatic conditions, including daylight and sunlight, shadowing, glare, urban heat islands, and wind.
- 6.6.7 Successful places are both attractive and functional with the servicing of buildings and requirements such as refuse and cycle storage and mechanical plant integrated into the design.
- 6.6.8 Design and Access Statements should clearly set out how the design of the development addresses the criterion of this policy, other policies in the DAP and the CSUCP. In areas of the city where major strategic development is proposed its design principles will need to be set out either in a masterplan or design code to deliver coordinated and coherent design that reflects the areas unique character.

Policy Links

- CSUCP Policy CS15 and UC12
- Development Management Validation Checklist

6.7 Shopfronts and Signage

- 6.7.1 Shopfronts and signage are integral features of the Urban Core, District and Local Centres and on commercial streets across the city. The sensitive treatment of surviving historic shopfronts, introduction of complementary modern shopfronts and the use of appropriate signage is intrinsic to the preservation and enhancement of the environment. Well-maintained and appropriately designed shopfronts and signage can make a positive contribution to the character and appearance of an area and often reflect its vitality and viability. Policy DM21 sets out criteria to be used for development proposals affecting shopfronts and signage.

Policy DM21 - Shopfronts and Signage

1. Development proposals which include shop frontages will be required to:
 - i. retain, restore and, where appropriate, reinstate historic shopfront features where they would positively contribute to the character of the area;
 - ii. incorporate new shopfronts which respect the design, materials, scale and proportions of their host building, and respect the character of the surrounding area;
 - iii. design any external signage to reflect the scale and proportions of the shopfront, its host building and setting.
2. Any security measures affecting shopfronts will be required to respect the significance, context and appearance of the building and surrounding streetscene.

- 6.7.2 The preservation, maintenance and reinstatement of historic shopfronts and careful use of signage is vital to preserving and enhancing the significance of heritage assets. Planning Guidance should be used to inform acceptable designs of shopfronts.
- 6.7.3 Where new shopfronts are introduced appropriate proportions and recognisable design cues should be adopted across the façade as part of a complementary contemporary design using high quality materials.

Policy Links

- CSUCP Policy CS15 and UC12, UC13 and UC14
- Designing for Community Safety SPD
- Grainger Town Shopfront Design Guide
- Shopfronts in the Historic Environment Design Guide
- Development Management Validation Checklist

6.8 Temporary Shroud Adverts

- 6.8.1 The display of scaffolding shroud or large 'wrap' advertisement banners on development sites are often used to cover the face of the building during refurbishment works to buildings.
- 6.8.2 Whilst this form of large scale advertising can be beneficial in the short term in masking building works and providing colour and interest, a poorly placed shroud advertisement out of scale and character with its surroundings can have a negative impact on the appearance of the built environment, especially upon heritage assets and on the natural environment that surrounds the site. Policy DM22 sets out criteria to be followed for temporary shroud adverts.

Policy DM22 - Temporary Shroud Adverts

Advertisement consent will only be granted for temporary shroud advertisements where:

1. The scale and illumination of the temporary shroud advertisement is appropriate to the building and its context.
2. Planning permission and/or listed building consent has been granted for the redevelopment or the refurbishment of the site.
3. The shroud advertisement is commensurate to the scale of the scaffolding relating to the above works, with a 1:1 image of the proposed or existing building also depicted on the shroud.
4. The shroud advertisement is acceptable in public safety terms.
5. The shroud is for a temporary period of not more than 12 months or the period of the works, whichever is the shorter.

- 6.8.3 Shroud adverts will be allowed where there is a clear justification for shrouding the façade of the building, normally through the granting of planning permission and/or listed building consent on the site and an enclosing shroud is required on public safety grounds. The principle of placing a shroud advertisement on a building needs to be considered in the context of the site and its impacts upon the wider streetscene and the setting of nearby heritage assets.
- 6.8.4 The existing or proposed building should be illustrated as part of the background to the shroud design, with the advertisement feature clearly framed within the wider display. The proposed shroud and its printed images should generally replicate the architectural detailing of the building and provide visual interest. A time limit of not more than 12 months will be placed on the period the advert can be displayed or the period of works, whichever is the shorter. This is required in order to ensure the advert shroud is only displayed for a minimum amount of time necessary to carry out the works.
- 6.8.5 Public safety, normally in the form of the impact of the advertisement on road users, can also be a key factor in assessing shroud advertisements, particularly at locations where conditions could pose a traffic hazard. Restriction on illumination will also be considered if it is required in the interests of amenity or public safety.

Policy Links

- CSUCP Policies CS14, CS15, UC12, UC13, UC14

6.9 Residential Amenity

- 6.9.1 A key objective of the CSUCP is to provide opportunity for a high quality of life for everyone and to enhance the wellbeing of people and to reduce inequalities. To achieve this objective CSUCP Policy CS14 requires development to prevent any negative impacts upon residential amenity. Policy DM23 sets out in further detail the range of issues which will be taken into consideration when determining if a proposal would impact upon residential amenity. In circumstances where the type or degree of change resulting from a proposal would have an adverse impact on residential amenity, permission will normally be refused.

Policy DM23

Policy DM23 - Residential Amenity

1. Development will be required to provide a high quality environment and a good standard of residential amenity for existing and future occupants of land and dwellings. Development which would have an unacceptable adverse impact on the residential amenity of existing or future occupants of land and dwellings will not be allowed.
2. Impact on residential amenity will be assessed to:
 - i. protect the distinctive character of the existing building(s) and the surrounding area with respect to the design, scale and materials used on the building(s);
 - ii. protect trees and other soft landscaping of amenity value, providing replacement planting where necessary;
 - iii. ensure development will maintain a good standard of daylight, sunlight, outlook and privacy for all existing and future occupants of buildings;
 - iv. avoid the introduction of unacceptable additional accesses, traffic or parking resulting in an increase of visual intrusion, noise or disturbance; and
 - v. ensure that noise, disturbances, smells, fumes and other harmful effects from surrounding land uses and/or associated operations will not have an unacceptable adverse impact on residential amenity.

Policy DM23

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

- 6.9.3 Development which could impact upon the daylight, sunlight or shadowing must be supported by an appropriate study demonstrating that good standards are retained for both existing and future residents. Similarly, where residents' privacy and outlook could be compromised by development suitable spacing should be retained between buildings. Planning Guidance on recommended separation distances between residential buildings will be set out in Design Guidance.
- 6.9.4 The design of development will be expected to show a regard for local character particularly in matters such as height, massing, spacing between buildings, building lines, boundary treatment, landscaping and external materials.
- 6.9.5 Soft landscaping such as trees and hedges are a major factor in the quality of residential environment. The potential impact of development on trees and other soft landscaping of amenity value is therefore an important consideration which may influence the extent, location or form of development achievable on a site.
- 6.9.6 Some dwellings are in predominantly non-residential settings such as rural areas, others are in 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 in the local site context.

Policy Links

- CSUCP Policies CS14
- Householder Design Guide
- Development Management Validation Checklist

6.10 Environmental and Health Impacts of Development

- 6.10.1 For sites to be suitable for development it is necessary to take into account the environmental and health impacts of proposals. CSUCP Policy CS14 sets out how the wellbeing and health of communities will be protected by preventing negative impacts on residential amenity and wider public safety from environmental hazards such as noise, ground instability, ground and water contamination, vibration and air quality. Policy DM24 provides further detail on the individual and cumulative impacts of development on health and seeks to ensure everyone can enjoy a high quality of life.

Policy DM24 - Environmental and Health Impacts of Development

1. Proposals will be required to demonstrate that there is no unacceptable adverse environmental and health impacts (including cumulative impacts) from the development. To achieve this development must assess and mitigate the following environmental and health impacts:
 - i. air quality and the opportunities to improve air quality;
 - ii. noise, vibration and overheating arising from the development;
 - iii. known or suspected land contamination or instability which would place existing or future occupants and users at risk;
 - iv. light pollution levels from artificial light on amenity and biodiversity;
 - v. odours which would have an impact on amenity; and
 - vi. hazardous installations, ensuring they do not place existing or future occupants and users at risk.
2. Development must assess the impact of existing noise generating uses on the proposed development and implement a mitigation scheme, where appropriate, on the proposed use. There should be no unreasonable restrictions placed on an existing noise generating use arising from a development.

- 6.10.2 Local Authorities are required to carry out regular reviews of pollution levels and designate Air Quality Management Areas for areas that are at risk of not meeting government standards. Air Quality Action Plans have identified a range of measures to help reduce emissions. Particular consideration is given to the impacts of traffic generation and travel by road on air quality levels.
- 6.10.3 Developments likely to produce emissions which adversely affect air quality, either as a direct result of the operations of a development or through increased traffic generated by the development, will be required to undertake an air quality assessment in order to quantify its impact upon local air quality levels. Where pollution levels are anticipated to adversely affect air quality then measures will be required to mitigate the impact of development upon local air quality. Mitigation will need to incorporate measures set out in the relevant Air Quality Action Plan.
- 6.10.4 National planning guidance requires planning decisions to ensure noise does not give rise to unacceptable adverse impacts on health and quality of life. To achieve this, appropriate surveys will be required to demonstrate that noise impacts have been mitigated to avoid unacceptable adverse impacts on health and quality of life. Where any other adverse impacts on health and quality of life have been identified arising from noise, either as a direct result of the development or from existing site conditions, then this will need to be mitigated, to reduce the adverse impact to the lowest observed adverse effect level, in accordance with the latest national policy.

Additionally, where a site could be affected by vibration either as a result of the development or from existing adjacent land uses, then any impact upon human health will need to be adequately mitigated. The impacts of overheating on health and the environment will also need to be assessed and mitigated.

- 6.10.5 Newcastle has historically been home to heavy industries and mining. Consequently, previously developed sites may still contain a legacy of ground contamination and ground instability. When sites come forward for development, the potential health impacts upon future uses of the site and the environment must be investigated, and where necessary mitigated. The submission of a Contaminated Land Report and Coal Mining Risk Assessment will be required where sites are known to be contaminated or are likely to contain contamination from previous uses, or fall within the Coal Authority's identified areas of risk.
- 6.10.6 Poorly designed external lighting can have an unacceptable impact on health and wellbeing and biodiversity. For this reason, where external lighting could cause a material increase in illumination levels, that could result in light pollution and impact upon local amenity, then an assessment in accordance with national guidance, setting out light levels and associated effect on its surroundings will be required. If development could result in odours, appropriate control measures should be introduced to ensure that there is no unacceptable adverse impact upon the surrounding area.
- 6.10.7 Sites where hazardous substances could be present and where development is proposed near them will need to be carefully managed. Proposals which would involve the containment or emission of hazardous substances which could impact upon existing sensitive uses or place sensitive uses close to existing sites containing hazardous substances will be determined in accordance with advice from the Health and Safety Executive.
- 6.10.8 Development will need to be carefully integrated into its surroundings. In the case of areas which contain existing noise generating uses, assessment and in some instances, mitigation will be required in order to ensure development is acceptable.
- 6.10.9 The council's Development Management Validation Checklist sets out criteria and thresholds when background reports on various site-specific matters are required to support an application. The checklist is reviewed every two years to ensure that information required is relevant, necessary and material to an application and site. The checklist includes sections on air quality, noise, land contamination, coal mining risk assessments and ventilation/extraction.

Policy Links

- CSUCP Policy CS14
- Development Management Validation Checklist

6.11 Aircraft Safety

- 6.11.1 Newcastle International Airport is the international gateway into the Region playing a key role as a major contributor to economic activity and regeneration in the North East. The CSUCP allocates land at the Airport as a Key Employment Area in Policy KEA1. Policy DM25 seeks to address safety issues related to the airport's location near to an urban area.

Policy DM25

Policy DM25 - Aircraft Safety

1. Development that would have an unacceptable impact on the operational integrity or safety of Newcastle International Airport in the aerodrome safeguarded area will not be permitted unless appropriate mitigation is secured.
2. Development resulting in an increase in the number of people residing, working or congregating in the public safety zones at each end of the airport runway will not normally be permitted.

Policy DM25

- 6.11.2 The aerodrome safeguarding process is set out in the Town and Country Planning (Safeguarded Aerodromes) Direction 2002. Its purpose is to ensure the airport's operation and development is not inhibited by buildings, structures, erections, or works that would infringe protected surfaces, obscure runway approach lights or could impair the performance of aerodrome navigation aids, radio aids or telecommunication systems. Newcastle International Airport Limited is the statutory safeguarding consultee for developments within its aerodrome area (broadly a 13km area around the Airport). The Aerodrome Safeguarding Area is broken into different zones of risk, shown on the council's interactive mapping. The airport, Ministry of Defence (MOD) and National Air Traffic Services (NATS) will be consulted on planning applications within the aerodrome safeguarded area.
- 6.11.3 Developments within the airport's 13km aerodrome safeguarded zone which could impact on the safe operation of aircraft will need to be assessed. Safeguarding covers a range of issues for example, developments which could increase the risk of bird strikes, such as open water, landscaping and buildings that attract hazardous bird species and provide areas of roosting. The use of lighting could be distracting to pilots due to luminance or the arrangement which could be mistaken for airfield lighting. The use of highly reflective building materials could cause glint/glare for pilots or have radar absorbing or reflective characteristics. Tall structures could cause a collision hazard or interfere with navigation equipment or result in building induced turbulence. Beyond the 13km safeguarding zone, wind farms can also impact on radar and navigation equipment and will need to be assessed. Any mitigation strategy will also need to consider any cumulative impact.

- 6.11.4 Public Safety Zones (PSZ)⁸ are defined by the Civil Aviation Authority (CAA) reflecting risk of aviation-related accidents. They are areas of land at the end of a runway within which certain planning restrictions apply. They aim to control the number of people on the ground at risk in the unlikely event of an aircraft accident on take-off or landing. Newcastle International Airport has one runway with aircraft taking off and landing in both directions. The current PSZs at each end of the runway are shown on the Policies Map. Within the PSZs there should not be an increase in the number of people, residing, working or congregating within it. Guidance on the approach to development in PSZs is set out in the Department for Transport Circular.

6.12 Flood Risk and Water Management

- 6.12.1 Newcastle is vulnerable to a range of flooding from sources including tidal along the Tyne, fluvial along the Ouseburn and surface water, sewer and groundwater flooding in parts of the city.
- 6.12.2 CSUCP Policy CS17 identifies the council's strategic approach to managing flood risk by directing development towards sites and areas with the lowest risk using the Sequential Test and, where applicable, the Exception Test. Policy DM26 seeks to ensure developments are designed to minimise and mitigate the risk of flooding, ensuring surface water is effectively managed on-site and to prevent any increase in flood risk elsewhere.

Policy DM26

Policy DM26 - Flood Risk and Water Management

1. Development will be required to manage and reduce flood risk by:
 - i. avoiding the culverting of watercourses, building over culverts, and where possible, remove existing culverts;
 - ii. maximising permeable surfaces and incorporate green infrastructure, to reduce surface water run-off within Critical Drainage Areas;
 - iii. contributing to reducing or delaying run-off within river catchments through river restoration, creation of upstream storage areas, and tree planting, where appropriate; and
 - iv. minimising development on existing green space where it has the potential to manage flood risk at catchment scale.
2. Development will be required to demonstrate that its surface water drainage strategy, site layout and design will:
 - i. prevent properties from flooding from surface water, including an allowance for climate change and urban creep;
 - ii. not increase the risk of flooding elsewhere and that exceedance flows will be managed;

- iii. ensure run-off from development is constrained to greenfield rates, or as close to greenfield rates as possible; for brownfield sites, up to a minimum 50% reduction;
 - iv. manage surface water as close to source as possible using source control measures;
 - v. follow the SuDS management train approach, to manage water quantity and quality throughout the site;
 - vi. provide the most sustainable SuDS techniques from the SuDS Hierarchy;
 - vii. where feasible and appropriate, integrate SuDS into public open space and connect to adjacent watercourses or wetlands; and
 - viii. demonstrate the life-time maintenance and management of the SuDS.
3. Development must ensure it takes the opportunity to protect and improve surface and ground water quality and quantity and enhances the river environment by:
- i. implementing appropriate water pollution control measures;
 - ii. including measures to treat surface water run-off pollution within the design of the drainage system;
 - iii. safeguarding and providing river buffers with appropriate habitat;
 - iv. naturalising watercourse channels and creation of wetland habitat;
 - v. improving biodiversity and ecological connectivity of watercourses and its banks; and
 - vi. mitigating agricultural and urban diffuse pollution, including impacts from the transport network.

6.12.3 Flood Risk Assessments (FRA) and drainage strategies will be required to support applications demonstrating how flood risk and water quality will be managed over the lifetime of the development taking into account climate change. The FRA will need to assess flood risk from rivers, ordinary watercourses, surface water, groundwater, mine water and artificial sources, or where development could affect flood management assets, such as culverts and Sustainable Drainage Systems (SuDS). The assessment of proposals will be proportionate to the size and location of the development. A FRA and drainage strategy must demonstrate that the development is protected from flooding, does not increase flood risk elsewhere, and contributes to reducing flood risk where possible. Developers will be required to incorporate flood resilient design and construction. Detailed information is provided in the Flood Risk and Surface Water Management Guidance Note.

- 6.12.4 All development has the potential to increase surface water flooding. Within Critical Drainage Areas (CDAs) set out in the Strategic Flood Risk Assessment, an increase in the rate and volume of surface water run-off from new development through an increase in impermeable areas, additional hard standing, extensions or infill development, has the potential to exacerbate the degree of existing flood risk. Within CDAs, development including minor and householder proposals will need to address surface water runoff, by incorporating green infrastructure. Opportunities should also be taken to reduce or delay run-off from river catchments using natural flood management measures, such as river restoration, landscape management and upstream water storage. Development should be minimised around existing green space, woodlands, natural wetlands, ponds, and other permeable surfaces which provide flood management benefits or have the potential to provide flood risk management at a catchment scale.
- 6.12.5 Development should avoid culverting waterways and where possible remove obsolete structures or encumbrances and "daylight" culverted, piped or covered watercourses. Where the opportunities arise, old culverts should be replaced with alternatives. Alongside the banks of a watercourse an undeveloped strip (buffer zone) should be provided to ensure protection and enhancement of the river corridor, providing habitat for wildlife and space for flood management.
- 6.12.6 Managing surface water run-off from development is vital in reducing flood risk. All developments are expected to use SuDS, these should be considered at an early design stage to ensure appropriate type, sufficient space and suitable location are achieved. A drainage strategy for the development will need to demonstrate how SuDS can be implemented in line with current national guidance and the council's local standards and guidance. The drainage strategy should include details on how SuDS will be used to reduce surface water run-off rates and manage volumes, and how the conveyance and storage of surface water will be accommodated within the site layout. The design of SuDS should adopt the management train approach. 'Soft SuDS' such as ponds and swales are preferred as they mimic natural drainage while providing environmental benefits. The satisfactory performance of SuDS depends not only on good design but also adequate maintenance. The lifetime maintenance and management of a SuDS will therefore be secured through a maintenance and management plan. Where a development is required to provide SuDS on site, developers will be required to maintain the SuDS in perpetuity. Detailed information is provided in the Flood Risk and Surface Water Management Guidance Note.

- 6.12.7 The Water Framework Directive⁹ (WFD) and the Northumberland River Basin Management Plan¹⁰ (NRBMP) seek to protect and enhance the quality of the city's waterbodies. Development adjacent to, or likely to affect the quantity and quality of groundwater or surface water bodies, must seek to improve water quality, improve and enhance ecology, fisheries and mitigate against any heavily modified waterbody designation. Surface water run-off in urban areas, including the highway network contains a mix of polluting substances. Drainage that discharges into any watercourse, must incorporate pollution control measures such as SuDS and green infrastructure to allow interception of surface water contaminants reducing the potential for diffuse pollution and sedimentation improving water quality and benefiting ecology. Water quality assessments may be required for development which will result in a physical modification to a watercourse or could indirectly adversely affect surface water or groundwater. The assessment should consider the likely impacts on water quality and mitigation required to avoid harm.
- 6.12.8 Development within the River Tyne and Ouseburn catchments should seek to improve river water quality and the capacity for surface water to support wildlife. The Ouseburn will significantly benefit from restorative measures. Actions and opportunities outlined in the NRBMP and any other relevant river restoration plans in and adjacent to Newcastle must be considered. Where possible development close to a watercourse should contribute towards restoration and naturalisation opportunities aiming to restore the natural state and functionality of the watercourse in support of biodiversity enhancements, ecology benefits, improved flood management, landscape development and recreational purposes.
- 6.12.9 The impact of urbanisation including highway networks can leave rivers designated as 'Heavily Modified' under the WFD. In order for any waterbody (Ouseburn, Seaton Burn, Newburn and the Tyne estuary) in the Newcastle area to reach their 'Good' classification, highways and their drainage need to be addressed at all outfalls. Highways and drainage should be designed to address the polluting effect of the highway run-off. Highway drainage which goes through swales or SuDS would also benefit water quality and ecology.

Policy Links

- CSUCP Policies CS15, CS16, CS17 and CS18
- Strategic Flood Risk Assessment
- Flood Risk and Surface Water Management Guidance Note
- Development Management Validation Checklist

6.13 Protecting and Enhancing Green Infrastructure

- 6.13.1 National planning guidance sets out the importance of protecting and enhancing green infrastructure. Green infrastructure provides multi-functional benefits, such as adaptation to climate change, improved resilience to extreme weather events, enhanced biodiversity and ecosystem services, improved visual amenity and landscape quality, sustainable travel opportunities and improved public health and well-being.
- 6.13.2 The principle of protecting and enhancing the city's Strategic Green Infrastructure Network and the requirement to plan positively for the creation, enhancement and management of networks of biodiversity and green infrastructure is set out in CSUCP Policy CS18 and UC15.
- 6.13.3 Green infrastructure links between areas provide physical and visual connection via features such as river corridors, tree-lined routes, public rights of way and cycle routes that enable the migration and movement of species and encourage residents to be more active improving health and wellbeing. The protection, provision of new, or improvements to existing green infrastructure, including ensuring connectivity between the different elements, is an important part of delivering and maintaining high quality, sustainable communities as set out in Policy DM27.

Policy DM27

Policy DM27 - Protecting and Enhancing Green Infrastructure

Development will be required to optimise the benefits and to enhance existing green infrastructure assets, and contribute towards the delivery of new green infrastructure assets by:

1. Providing on-site green infrastructure, or where it can be demonstrated that this is not possible, contribute to off-site provision.
2. Addressing gaps in the Strategic Green Infrastructure Network corridors, providing improvements within the Opportunity Areas designated on the Policies Map, and enhancing the function of the Green Belt as a green infrastructure resource.
3. Requiring proposals for the creation of new green infrastructure assets or enhancements of existing green infrastructure assets to:
 - i. maximise multifunctionality;
 - ii. enhance connectivity and accessibility;
 - iii. enhance biodiversity;
 - iv. contribute to the area's character and improve visual amenity;
 - v. take opportunities to include community involvement and education;

- vi. secure long-term maintenance and management; and
 - vii. incorporate climate change mitigation measures.
4. Any development that would have an adverse impact on green infrastructure assets will be required to demonstrate that the benefits of any development will outweigh the harm.

- 6.13.4 There are various ways in which green infrastructure can be incorporated into proposals, for example, through the incorporation of open space and recreational areas, planting of new trees and landscaping, green walls, green roofs and SuDs. New green infrastructure assets should be designed and located to maximise its range of functions and benefits including protecting and enhancing biodiversity.
- 6.13.5 Green infrastructure should be included on walking and cycling routes, wagon ways, public rights of way and promote access to river corridors and green streets helping both connectivity for people and wildlife. Using the green infrastructure network for cycling, walking, horse riding and access for non-motorised users offers multifunctional benefits such as allowing access to natural space, wildlife and improving the health of local communities.
- 6.13.6 New and enhanced green infrastructure should be designed to positively contribute to the area taking account of the Landscape Character Assessments. Proposals will be required to consider the wider green infrastructure context of the surrounding landscape. Visual screening opportunities should be considered for new infrastructure and industrial development.
- 6.13.7 Green infrastructure offers the opportunity to reduce flood risk through managing run-off and providing flood storage. In built-up areas it can reduce the effect of urban heat islands, providing urban cooling, access to shady informal outdoor space, and helping absorb carbon dioxide.
- 6.13.8 Green infrastructure space promotes community involvement and education through developing opportunities for community food growing and community uses providing for improvements to health and wellbeing.
- 6.13.9 The Strategic Green Infrastructure Network is made up of six main corridors which link important green spaces. Within these areas priority will be given to addressing gaps in the network that limit wildlife movement or access by people. The following corridors are designated on the Policies Map:
1. Seaton Burn and Prestwick Carr;
 2. Gosforth Park and Weetslade;
 3. Ouseburn to Walbottle Dene;
 4. Wallsend Burn to Haddricks Mill;
 5. Town Moor and Woolsington;
 6. Tyne Corridor.

- 6.13.10 Within the Green Infrastructure Strategic Network, several opportunity areas have been identified. These are areas where there are opportunities to create and enhance green infrastructure. They include areas at Brenkley Colliery, Upper Ouseburn Valley, Denton Dene, Newburn Haugh/Riverside, Newcastle City Centre, Jesmond Dene/ Lower Ouseburn Valley, Scotswood, Walker Riverside, Walker Park and along the River Tyne. Further detail on green infrastructure opportunities areas, including projects and priorities for improvement will be identified in a Green Infrastructure Delivery Framework. This will set out in more detail what improvements will be prioritised.
- 6.13.11 The council has approved masterplans for a number of sites that seek to deliver the land allocations in the CSUCP. These plans have taken account of CS18 in the CSUCP and demonstrate how the housing allocations can be delivered incorporating strategic green infrastructure to deliver sustainable communities. It is expected that sites will be built out in accordance with the approved masterplans.

Policy Links

- CSUCP Policy CS18 and UC15
- Development Management Validation Checklist

6.14 Trees and Landscaping

- 6.14.1 Trees, woodland and landscaping are a vital component of ecosystems. They deliver a wide range of environmental, economic, social, health and climatic benefits. Trees and landscaping contribute to the landscape character of areas, enhancing visual amenity and the appearance of development, they provide habitats and allow connectivity for wildlife, offer shade and shelter to mitigate the urban heat island effect and address urban cooling. They also assist in reducing surface water runoff mitigating flood risk and can mitigate air pollution contributing to improving health and wellbeing.
- 6.14.2 CSUCP Policy CS18 identifies the need to protect, enhance trees and manage woodland as part of the city's green infrastructure assets. Policy DM28 requires development to protect trees and landscape features, provide compensation for any loss and provide new trees and landscaping which achieve multifunctional benefits. Reference to trees in this policy includes single trees, tree groups, woodlands and hedgerows.

Policy DM28 - Trees and Landscaping

1. Development will be required to protect, enhance and manage existing trees and landscape features.
2. Development which would unacceptably harm or result in the loss of trees or landscape features, will not be permitted unless it can be demonstrated that:
 - i. development cannot be reasonably located elsewhere within the development site;
 - ii. the need for and benefits of development clearly outweighs any harm to ecological value, landscape quality and historical significance of the area and in the case of ancient woodland and veteran trees there are wholly exceptional reasons; and
 - iii. appropriate mitigation and/or enhancement measures are provided.
3. Development will be required to include new trees and landscape features where appropriate, which:
 - i. enhance the quality and character of the development and surrounding area;
 - ii. provide connectivity and enhancements where possible to the Strategic Green Infrastructure Network Corridors and Wildlife Enhancement Corridors;
 - iii. assist in providing multifunctional environmental benefits; and
 - iv. assist in reducing or mitigating run-off and flood risk.

6.14.3 Development will need to consider existing trees and landscape features both on and adjacent to the site. Where trees and other important landscape features may be affected by development a tree impact survey will be required. Landscape features which contribute to the character of an area should be incorporated into the design and layout of development. Where it can be demonstrated that this is not feasible or practicable and there is an over-riding benefit that outweighs the loss of these features, then appropriate landscape mitigation and enhancement of the site will be required. Development should ensure that sufficient space is provided to enable trees to reach their optimum size and landscape features to mature and for development to take place without adversely affecting trees or established landscape features. Trees and important landscape features that are to be retained will need to be adequately protected to avoid damage during construction.

6.14.4 Development will be required to include new trees and landscaping which will enhance the quality and character of the area. Where a development site is on or adjacent to a Wildlife Enhancement Corridor or a Green Infrastructure Network Corridor the design and placement of trees should enhance and strengthen the connectivity to the corridor. Within areas at risk of surface water flooding, for example the Urban Core or as part of sustainable drainage schemes, new planting, including green walls and roofs can help alleviate the risk.

Trees and landscaping should also be used to mitigate and enhance sites affected by local environmental conditions including air quality, urban heat islands and wind tunnel effects. Further guidance will be set out in the council's Tree Strategy and an SPD.

- 6.14.5 Many trees in the city are protected by Tree Preservation Orders (TPOs) and the council where required will make additional TPOs to ensure that existing trees, or groups of trees, which are healthy and contribute to the amenity of the area, are retained and protected. The council will also use its powers under the Hedgerow Regulations 1997 to protect hedgerows of historic or nature conservation importance.

Policy Links

- CSUCP Policy CS18
- The Tree Strategy for Newcastle upon Tyne
- Development Management Validation Checklist

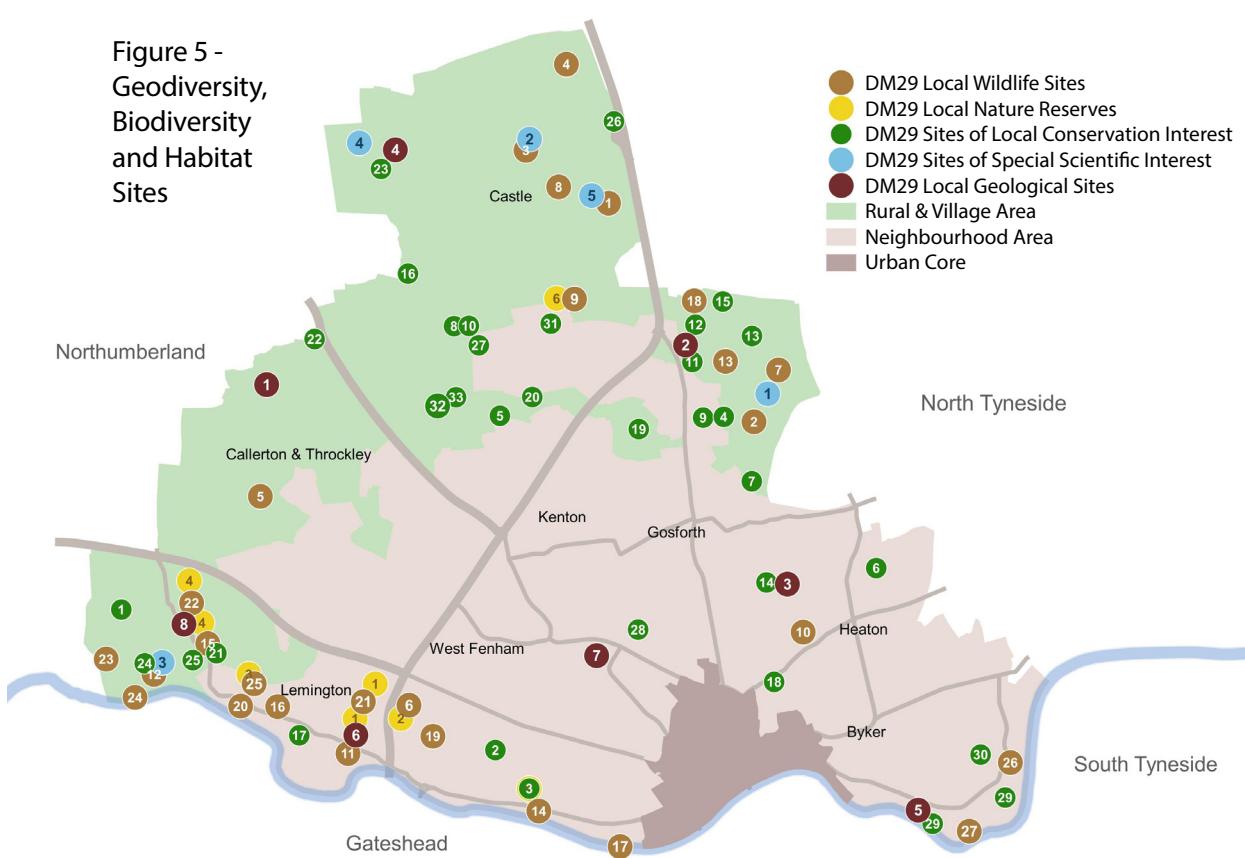
6.15 Protecting and Enhancing Geodiversity, Biodiversity and Habitats

- 6.15.1 National guidance sets out the need to plan positively for the creation, protection and enhancement of biodiversity in accordance with the hierarchy of international, national and locally designated sites. Development should have regard to the biodiversity and geodiversity of the city both by protecting and where possible providing enhancements. CSUCP Policy CS18 seeks to protect and enhance the natural environment. DM29 supports this by ensuring the diversity and richness of the city's flora and fauna is protected and enhanced helping to provide a rich and varied landscape and ecological environment throughout the city. This policy applies to all development affecting the nature conservation not just designated sites and Wildlife Enhancement Corridors.

Policy DM29 - Protecting and Enhancing Geodiversity, Biodiversity and Habitats

1. Development which may affect any designated site, biodiversity or important habitat or species, or geological feature must be supported by an up to date ecological assessment to ensure the likely impact of the proposal can be assessed and mitigated.
2. Development which has a direct or indirect adverse effect on a Site of Special Scientific Interest (SSSI) should not normally be permitted.
3. Development which directly or indirectly causes significant harm to a Local Nature Reserve (LNR), Local Wildlife Site (LWS), Local Geological Site (LGS), and/or Site of Local Conservation Interest (SLCI), as designated on the Policies Map, and/or protected species should be avoided. Where significant harm cannot be avoided, development will be refused unless:

- i. adequate mitigation measures to offset any loss or disturbance which outweigh the harm to the biodiversity and/or geodiversity value of the site, habitat and species is secured;
 - ii. as a last resort where harm cannot be avoided or fully mitigated compensatory measures are secured.
4. Development which would have an adverse effect on priority habitats and priority species will not be permitted unless adequate mitigation can be provided.
5. Development which would have an adverse effect on the biodiversity value or connectivity and function of the Wildlife Enhancement Corridor as designated on the Policies Map, will only be permitted where adequate mitigation is secured.
6. Development will be required to protect and enhance habitats and provide net gains in biodiversity by:
- i. retaining natural features and habitats and protecting them during construction;
 - ii. maintaining and improving buffers and ecological connectivity to the wider environment;
 - iii. creating and restoring habitat to provide corridors and stepping stones for wildlife; and
 - iv. securing future management arrangements.



- 6.15.2 Biodiversity must be considered as an integral part of the site selection, design and development process. Biodiversity standards will be included in an SPD. In addition to safeguarding the conservation value of designated and other important ecological sites, proposals should seek opportunities to enhance biodiversity wherever possible, for example, through appropriate landscaping and retention of significant vegetation. Development should incorporate appropriate new habitats as part of landscaping or buildings, particularly in areas of deficiency. Provision of new habitats should focus on priority habitats, as identified in the Newcastle and North Tyneside Biodiversity Action Plan (BAP)¹¹ and consider the adaptability of species to the likely impacts of climate change. Examples of enhancement include: habitat restoration, re-creation and expansion and improved links between existing sites. Where appropriate the design of proposals should promote public access, study, interpretation and appreciation of biodiversity.
- 6.15.3 The maintenance, enhancement and restoration of sites of national and local importance for biodiversity and geology will be promoted and supported. There are currently no internationally designated sites (Special Areas of Conservation (SAC), Special Protection Areas (SPA)) within the Newcastle boundary, however the River Tyne allows connectivity to international and national coastal and marine designated sites, which include the Northumbria SPA and Ramsar site and Durham Coast SPA. The city has five Sites of Special Scientific Interest (SSSI) and six Local Nature Reserves (LNR) which are statutory designated sites. SSSI are of national importance for their flora, fauna or features of geological interest. Local Nature Reserves (LNR) are of local, but not necessarily national importance. They include places with wildlife or geological features that are of special interest locally in terms of wildlife, geology, education and public enjoyment. Within regard to development which is likely to have an adverse impact on a SSSI, the only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the sites that make it of special interest, and any broader impacts on the national network of SSSI.
- 6.15.4 Non-statutory sites rely on the planning system for protection and include Local Wildlife Sites (LWS) (previously known as Sites of Nature Conservation Importance (SCNI)), Sites of Local Conservation Interest (SLCI), and Local Geological Sites (LGS). LWS are of regional or local significance for wildlife and LGS are important for their geological/geomorphological features. SLCI form a third tier of valuable wildlife sites and allow for protection and enhancement of sites which lack outstanding habitats or features, but have undoubted value to a particular settlement or neighbourhood. Selection is based on an ecological assessment and analysis of species, habitats and, connectivity, including increased weight given to the interest of a site to the local community. Appendix 4 lists all protected sites and both statutory and locally designated sites are shown on the Policies Map.

Protected Species and Priority Habitats and Species

- 6.15.5 Protected species and priority habitats and species are protected under national legislation. Locally identified priority habitats and species are set out in the BAP. An ecological survey will be required to assess the presence of protected species and priority habitats and species in accordance with current national standards and published guidance.
- 6.15.6 Development should aim to avoid adversely affecting national and local designated nature conservation sites, protected species and priority habitats and species, by using alternative sites or layout designs. Where avoidance is not possible and the need for and benefit derived from development outweighs the nature conservation value of the site, habitat or species, the impact upon the wildlife sites, habitat or species must be adequately mitigated.
- 6.15.7 Valuable species of flora and fauna are also found outside of designated national and local sites and should be considered as part of the planning process as they are important for migration, dispersal and genetic exchange.

Wildlife Enhancement Corridors

- 6.15.8 The Wildlife Enhancement Corridors overlap with, but are distinct from, the Strategic Green Infrastructure Network. The Wildlife Enhancement Corridors provide an inter-connecting ecological network of habitats which allow the movement of species between urban and rural areas helping to maintain species, habitat richness and variety. However, the Strategic Green Infrastructure Network has a multifunctional purpose. In the urban area, most Wildlife Enhancement Corridors follow chains of public and private open space, the River Tyne and major road, rail and Metro corridors. In rural areas the corridors are defined in some cases by linear features, notably watercourses, and in others by a linking of recognised wildlife sites and features such as woodlands and hedgerows.
- 6.15.9 Wildlife Enhancement Corridors do not preclude development coming forward. They provide an indication of where development proposals are required to assess the role and route of the Wildlife Enhancement Corridor on or adjacent to the development site and take account of any habitats and features, including stepping stones, which contribute to the function of the corridor. In respect of approved masterplans, site specific approaches to Wildlife Enhancement Corridors demonstrate how the objectives of the policy will be achieved. It is expected that developments will follow the approaches set out in the masterplans.
- 6.15.10 Biodiversity and habitat enhancements to provide net gains and mitigation for any habitats and species or features of value that are harmed or lost should be provided on-site. Where this is not possible, planning obligations will be required to secure off-site enhancements and mitigation to allow for habitats, species and features replacement, and may include enhancing existing Wildlife Enhancement Corridors.

Policy Links

- CSUCP Policy CS18
- Development Management Validation Checklist

6.16 Protecting and Providing for Open Space, Sports and Recreational Buildings and Land

- 6.16.1 The Newcastle Open Space Assessment (2018) identifies existing quantitative supply and access to open space by ward, and provides an assessment of the current and future requirements for open space across the city, based on a comprehensive local needs assessment which sets standards for open space provision, and identifies existing and future needs. The standards for open space comprise a qualitative, quantitative and accessibility element, all of which are afforded equal weighting in the assessment. All open space should be afforded protection unless it can be proved it is not required in line with Policy DM30.
- 6.16.2 The Newcastle Plan for Playing Pitches (2015) sets out the current use of playing pitch facilities, the demands and pressures placed on areas of the city, team generation rates from future development, and the ambitions and priorities of the key sports governing bodies. The Plan for Built Facilities in Newcastle (2015) identifies future requirements for sports hall and swimming pool provision across the city, notes priorities and any gaps in provision, and sets out potential future mechanisms.
- 6.16.3 Provision of sufficient open space, sports and recreational buildings and land of appropriate quality and accessibility plays an important role in the sustainability of communities. Provision of open space, sports and recreational buildings and land as set out in Policy DM30 will be required as part of new development and where there are existing deficiencies in quantity or access to open space and/or where the new development would result in deficiencies. The standards are informed by the council's Open Space Assessment and represent a level of provision that is considered to meet the needs of residents, whilst providing a standard which it is reasonable to expect new developments to deliver.

Policy DM30

Policy DM30 – Protecting and Providing for Open Space, Sports and Recreational Buildings and Land

1. Development of open space, sports and recreational buildings and land, including playing fields, as shown on the Policies Map, will not be permitted unless an assessment has been undertaken in accordance with the council's open space standards for existing provision as set out in Table 1 and information used from the council's Open Space Assessment, Plan for Playing Pitches and Plan for Built Facilities demonstrating:
 - i. there is a proven surplus of such provision and the proposed loss will not result in a current or likely shortfall in the plan period; or
 - ii. any loss resulting from development will be replaced by the equivalent or better provision in terms of both quality and quantity in a suitable location; or
 - iii. the development proposed is for alternative sports and recreation provision the benefits of which clearly outweigh the loss of the current or former use.

2. Development which would result in the loss of open space not shown on the Policies Map that contributes to the character and visual amenity of an area will not be permitted unless it can be demonstrated that the benefits of development clearly outweigh the loss.
3. Development of ancillary facilities on open space will be supported where:
 - i. it is necessary to or would facilitate the functioning of the open space;
 - ii. it would be appropriate in scale and it would not detract from the character of the site or surroundings;
 - iii. it would not have an unacceptable negative impact upon residential amenity;
 - iv. it would not be detrimental to any other function that the open space performs; and
 - v. it would contribute positively to the setting and quality of the open space.
4. Residential development will be subject to the thresholds for open space provision set out in Table 2 and will be required to contribute to the provision of new open space, sports and recreational buildings and land, enhancements to existing open space and maintenance to meet the council's open space standards for new development, as set out in Table 3, and the council's priorities, as set out in the Open Space Assessment, Plan for Playing Pitches and Plan for Built Facilities.
5. Open space, sports and recreational buildings created as part of a development will be required to:
 - i. be of an appropriate size and quality;
 - ii. be accessible to the public;
 - iii. be designed to be safe, useable and integrated into the development;
 - iv. maximise its multifunctional benefits;
 - v. take opportunities to improve the connectivity and accessibility of the Strategic Green Infrastructure Network; and
 - vi. include a suitable long-term management and maintenance programme.
6. Communal food growing opportunities within major residential developments will be encouraged.

6.16.4 Open Spaces above 0.15 hectares are shown on the Policies Map. Parcels of open space under 0.15 hectares not included on the map which are deemed of value will also be afforded a degree of protection by criterion 2 of Policy DM30. To avoid a proliferation of small amenity green spaces which have limited recreational function, the minimum size of amenity/natural green space considered acceptable as part of new development and count towards open space provision will need to be 0.15 hectares in size (about the size of a mini football pitch). Any spaces below this size may be acceptable in terms of their visual amenity and/or where required for the provision of sustainable drainage. However, these smaller areas will not count towards the required level of provision.

6.16.5 In addition to the minimum size threshold of 0.15 hectares, all amenity green space should be of an appropriate landscape design and quality to provide recreational and biodiversity value by adopting the following principles:

- capable of supporting informal recreation such as a kick about, space for dog walking or space to sit and relax;
- include high quality planting of trees and/or shrubs to create landscape structure and biodiversity value;
- include paths along main desire lines, lit where appropriate;
- be designed to ensure easy maintenance.

6.16.6 Open space provision varies across the city wards, with some areas having identified deficiencies and others having sufficient provision. The existing quantity and access to open space, as well as consideration of quality issues, will form the basis for assessing any proposed development or change of use of open space. Open space typologies are defined in the glossary.

6.16.7 The following standards will be used when assessing existing provision of open space in terms of quantity and access:

Table 1 - Open Space Standards for Existing Open Spaces

Typology	Quantity standards (ha/1000 population)	Access standard
Allotments	0.3	720 metres or 15 minutes' walk time
Amenity Green Space (sites > 0.15 ha)	0.8	600 metres or 12-13 minutes' walk time
Parks and Recreation Grounds (public provision only)	0.8	720 metres or 15 minutes' walk time
Play Space (Children)	0.02	600 metres or 12-13 minutes' walk time
Play Space (Youth)	0.02	720 metres or 15 minutes' walk time
Natural Green Space	None	Accessible Natural Green Space Standard (ANGSt) for analysing existing provision

- 6.16.8 The council recognises that in certain circumstances, existing open spaces may not be required to meet current or future need for open space. In these circumstances, alternative use of the open space will be considered. Factors to be taken into account before any decision to release open space for alternative uses can be taken, include:
- The local recreational value and use of a given open space by residents;
 - Its visual quality and the contribution it makes to visual amenity in the neighbourhood in which it is located;
 - Whether future local development/population growth might generate additional demands for open space;
 - Whether there is a demonstrable need for another type of open space within the locality that a given space (subject to a change of management regime) would be well placed to meet; and
 - Other non-recreational reasons that suggest a space should be retained. Its ecological value, in terms of biodiversity and the contribution the site makes or could make to the Strategic Green Infrastructure Network or Wildlife Enhancement Corridors.
- 6.16.9 Developers wishing to bring forward alternative uses for open space must provide an assessment which clearly demonstrates that the policy criteria have been met using information provided within the council's Open Space Assessment, Plan for Playing Pitches and Plan for Built Facilities. This assessment should be provided as part of any planning application.
- 6.16.10 The reconfiguration of land identified as open space can be an effective approach to addressing identified deficiencies. The change of use of one typology into another can help secure its future as part of re-provision and may provide windfall opportunities. For this reason, consideration will be given to proposals that provide demonstrable improvements in the functional value, accessibility to and public use of open space through its reconfiguration. Proposals will need to form part of a deliverable, comprehensive development scheme where open space requirements have been positively considered. Where development of open space is proposed where the standards are not met or would be infringed, the loss must be offset by the creation of, or financial contributions towards, an alternative open space site of at least equal size, accessibility and quality located within the same residential neighbourhood as the development site, where possible, or where this is not possible, the same ward as the development site.

- 6.16.11 While open space sites are categorised into different typologies, the multifunctionality of different types of open space is important to recognise, for example, amenity green space, natural green space, parks and recreation grounds can also provide habitat for wildlife conservation, flood alleviation, improving air quality and providing food growing opportunities. Communal food growing areas in new developments extends beyond the provision of gardens and allotments and includes the creative use of roofs, walls and balconies. It might also include areas of landscaping. New or improved open space shall incorporate areas of biodiversity habitat complementing surrounding habitats and supporting the BAP. Species chosen for planting across the space must maximise the biodiversity benefit. Public open space must also provide local land drainage benefits and may include SuDS. The provision of new open space provides the opportunity to positively contribute to Newcastle's Strategic Green Infrastructure Network and Wildlife Enhancement Corridors by providing links to and extensions of the networks.
- 6.16.12 Small-scale ancillary facilities on open space can positively contribute to the value of green and open spaces, enhancing the potential for public use and enjoyment of those spaces. For example, refreshment facilities, car parking, changing rooms or flood lighting, particularly where they support social and community infrastructure, can meet local needs and positively enhance the recreational value of any adjacent open space. However, the insensitive design and siting of such facilities can detract from the character of open space, adversely impact on the environmental functions it performs and place limitations on the range of uses possible on open space. Any proposals for ancillary facilities must therefore be appropriate to their location, and not compromise the value and the function that open space can perform.
- 6.16.13 Playing fields are one of the most important resources for sport. They provide the valuable space required to maintain and enhance opportunities for people to participate both in formal team sports and in other more informal activities. Along with sporting benefits, good quality, accessible playing fields also contribute to maintaining active and healthy communities. The council has a statutory duty to protect all playing fields identified for the use of sport, including football, cricket and rugby. The Parks and Recreation Ground standard should form the starting point for discussions regarding how pitch provision is met. The councils Plan for Playing Pitches and Plan for Built Facilities will also be used to help the assessment of planning applications which affect playing fields and built facilities and inform applicants of their requirements to provide or fund playing pitches or new facilities. The council has carried out a comprehensive review of all sports facilities across the city and is working with sports governing bodies to identify and target future needs and investment in appropriate locations.
- 6.16.14 Any proposals for new sports facilities are encouraged to promote multiple use to meet the needs of the local community. Facilities on privately owned land can play an important role in the provision of sports and recreation space and access to these facilities will be encouraged. There may also be opportunities for the dual-use of open spaces and sports facilities such as the use of school and higher education facilities for the benefit of the local community.

- 6.16.15 For the purposes of this policy, loss of open space which is used primarily for sport or recreation is taken to include the loss of any recreational buildings ancillary to and directly associated with the open space and essential to its recreational function.
- 6.16.16 New development will be required to provide open space, and sports and recreational buildings either on-site, or where appropriate, contribute to improve existing facilities off-site. Table 2 provides the thresholds for the requirement for on-site and off-site provision and will be used as guidance for decision-making. The requirements for new provision will be assessed on the type and size of development and on the existing quantity and access to open space and sports and recreational buildings within the local area. Where on-site provision is required, this will be provided in line with the quantity standards for new provision as set out in Table 3.
- 6.16.17 Where off-site provision is required, a financial contribution will be sought to improve existing local facilities in line with the council's priorities set out within the Open Space Assessment, Plan for Playing Pitches, Plan for Built Facilities, Planning Obligations SPD and Green Infrastructure Delivery Framework. The majority of types of housing will be considered eligible for making contributions towards open space to meet the needs of future occupants. Exceptions to this are set out in the Planning Obligations SPD. Where an off-site contribution for open space is required, contributions towards the provision or improvement of open space will be calculated using the guidance set out in the Planning Obligations SPD.

Table 2 - Thresholds for
Open Space Provision

Type of Provision	10-19 dwellings	20-49 dwellings	50-99 dwellings	100+ dwellings
Allotments	X	X	X	✓
Amenity/Natural Green Space	X	✓	✓	✓
Parks and Recreation Grounds	X	X	X	✓
Play Space (Children)	X	X	✓	✓
Play Space (Youth)	X	X	X	✓

Key:

- ✓ on-site provision normally sought
- X off-site provision normally required

Table 3 - Quantity and Accessibility Standards for New Open Spaces

Typology	Quantity standards (ha/1000 population)	Access standard
Allotments	0.3	720 metres or 15 minutes' walk time
Amenity Green Space (sites > 0.15 ha)	1.0	600 metres or 12-13 minutes' walk time
Parks and Recreation Grounds (public provision)	0.8	720 metres or 15 minutes' walk time
Play Space (Children)	0.02	600 metres or 12-13 minutes' walk time
Play Space (Youth)	0.02	720 metres or 15 minutes' walk time
Natural Green Space	1.0 (to be combined with Amenity Green Space)	Accessible Natural Green Space Standard (ANGSt)

6.16.18 The decision on whether the provision is to be on-site or off-site or both depends on the following considerations:

- the scale of the proposed development, site area and site constraints;
- the suitability of a site reflecting, for example, its topography or flood risk;
- the existing provision of open space within the neighbourhood and/or ward;
- other sites in the neighbourhood where additional provision is proposed;
- existing access to open space within the neighbourhood and/or ward.

6.16.19 For new development, the standards will indicate overall requirements; the precise type, form and location being determined by local circumstances and evidence and guided where appropriate, by a masterplan or brief. Table 3 sets out the quantity and accessibility standards:

6.16.22 While residential development results in increased pressure upon existing open space, it also offers the opportunity to provide new open space or secure enhancements to existing facilities that can benefit future occupiers and the wider community. A higher quality and wider variety of open space is often more valuable to communities than a greater quantity of provision. An intelligent approach will be needed to ensure that development delivers open space provision or enhancements that address identified needs. For example, in areas with good access to these parks and recreation grounds or amenity green space, it may be more effective to make qualitative improvements to existing parks which support increased use, or focus on increasing the provision of other typologies for which there is a substantial shortfall in the area. Policy DM30 requires that open space is accessible to the public and is of a sufficiently high quality. The functionality of existing open space will also be improved where possible, allowing a greater range of open space to be available to residents.

Policy Links

- CSUCP Policies CS14, CS18, UC15
- Planning Obligations SPD
- Newcastle Open Space Assessment
- Plan for Playing Pitches
- Plan for Built Facilities
- Development Management Validation Checklist

6.17 Green Belt Development

6.17.1 The Tyne and Wear Green Belt forms a wide band of protected land around the northern and western edge of Newcastle. Its boundary is shown on the Policies Map. National guidance sets out the forms of development that are appropriate in the Green Belt. Policy DM31 sets out where development may be considered appropriate within the Woolsington Village Envelope in the Green Belt and for the re-use of existing buildings within the Green Belt.

Policy DM31

Policy DM31 - Green Belt Development

1. Within the Woolsington Village Envelope Green Belt, as defined on the Policies Map, limited extensions to buildings, infill development and replacement of buildings will only be allowed where it meets national policy requirements for the Green Belt; and
 - i. it retains the verdant, spacious character and amenity of the village;
 - ii. it retains and takes opportunities to enhance tree and landscape features on the site.
2. Within the Green Belt the re-use of buildings will only be allowed where:

- i. the positive character of buildings and their setting is retained;
- ii. the buildings are in a good structural condition and capable of conversion without substantial re-building;
- iii. there are no disproportionate extensions over and above the size of the original building;
- iv. there are no ancillary new buildings; and
- v. the existing historic features of the building are retained and any repairs respect its significance and historic character.

- 6.17.2 Woolsington is the only village in the city within the Tyne and Wear Green Belt boundary. Due to the nature of the village there is the very limited potential to accommodate small amounts of development within its defined village settlement boundary. This would usually be in the form of extensions to existing properties which would maintain the verdant and open character of the village.
- 6.17.3 The Green Belt in Newcastle includes a number of buildings. This policy sets out criteria against which proposals for the re-use of buildings in the Green Belt will be assessed. The criteria protect the character of the buildings, their setting and the openness of surrounding Green Belt. All of the criteria will need to be met to demonstrate that the re-use of the building is acceptable. Permitted development rights will normally be removed for development in the Green Belt to prevent the proliferation of buildings that would harm its character and openness.

Policy Links

- CSUCP Policy CS19

7 Minerals and Waste

Resources need to be managed in a sustainable manner. Minerals are a finite resource and waste must be minimised. The policies set out criteria and requirements to ensure that any proposals do not have any unacceptable adverse impacts on the natural and built environment and health.

7.1 Minerals Extraction and Reclamation

- 7.1.1 Minerals can only be worked where they are found. This factor, together with the potential environmental impacts of extraction, limits where minerals extraction is feasible. National planning guidance advises it is important to provide for the extraction of mineral resources, to safeguard resources so that suitable sites are not lost unnecessarily to other development and to plan for a steady and adequate supply of aggregates and industrial minerals. Newcastle cooperates with other mineral planning authorities in the north east of England to plan for a steady and adequate supply of minerals. Newcastle is an active member of the North East Working Party and works with four other Tyne and Wear authorities, Durham County Council, Northumberland County Council and Northumberland National Park Authority to prepare an annual, joint Local Aggregates Assessment to assess options and forecast future demand for aggregates in this area. The sub-regional requirement for Tyne and Wear is to contribute approximately 3.7 million tonnes for sand and gravel and 5.8 million tonnes of crushed rock for the period to 2017-2032. The level of permitted reserves at existing mineral sites in Tyne and Wear are sufficient to supply the sub-regional apportionment to a date beyond 2030 for both sand and gravel and crushed rock. In terms of industrial minerals, a 27-year stock of permitted reserves of brick clay is available to support investment in Throckley Brickworks from Red Barns Quarry in South Tyneside.
- 7.1.2 The whole of the Newcastle area is identified as a Mineral Safeguarding Area (MSA) in CSUCP Policy CS20, based on shallow coal reserves found throughout the area. There are also small pockets of sand and gravel deposits and potential for winning fireclay or brick clays in conjunction with coal extraction sites. There is however, no presumption that extraction of resources within the MSA will be extracted at any time. Any proposals for minerals extraction would need to comply with Policy DM32 and CSUCP Policy CS20 together with relevant policies in the CSUCP, the DAP and national planning guidance.

Policy DM32 - Minerals Extraction and Reclamation

1. Development of minerals operations will only be supported where it can be demonstrated that all material social, economic and environmental impacts that would cause demonstrable harm to the natural and historic environment or human health can be acceptably mitigated. Proposals will need to demonstrate no unacceptable adverse impact on:
 - i. the natural, geological and built environment, including features of archaeological, historic or architectural importance;
 - ii. landscape character;
 - iii. nationally or locally designated wildlife sites, protected species and their habitats and ecological networks;
 - iv. nationally protected landscapes;
 - v. best and most versatile agricultural land;
 - vi. human health and local amenity, including from noise, vibration, dust, lighting and visual intrusion;
 - vii. road safety, traffic and local congestion;
 - viii. air quality;
 - ix. aviation safety;
 - x. mining subsidence and land stability;
 - xi. soil resources;
 - xii. flood risk;
 - xiii. the flow, quality and quantity of surface and groundwater and drainage;
 - xiv. risk of contamination from the site;
 - xv. the cumulative effects of multiple impacts from individual sites and/or a number of sites in a locality; and
 - xvi. climate change.
2. Proposals for minerals extraction must include a detailed restoration, aftercare and after-use strategy and a programme of works that provides high quality aftercare and restoration which enhances its landscape, ecological and recreational value.
3. Minerals infrastructure sites for bulk transport, handling and processing of minerals, recycled and secondary aggregate facilities, and the manufacture of concrete and concrete products and coating facilities, including those identified on the Policies Map, will be safeguarded from unnecessary loss to non-mineral related development. Proposals for non-mineral development within a minerals infrastructure site will not be supported, unless it can be demonstrated that:

- i. The proposal will not prejudice the current or future use of the site;
 - ii. The site is no longer needed for mineral handling, processing, storage and transport; or
 - iii. Alternative minerals related infrastructure and/or capacity can be provided at an alternative site.
- 7.1.3 Minerals extraction, including open cast mining, by its very nature has a disruptive effect on land taken for working, on the landscape character of an area and on the amenities of surrounding communities. It can cause visual intrusion, noise, vibration, dust, light pollution and heavy traffic, resulting in an adverse impact on the quality of life for those living near to the sites. The working of minerals sites can also have significant adverse environmental impacts, including land stability and drainage problems, increased flood risk, loss or harm to local wildlife and their habitats and can result in hazardous conditions for aviation safety. It therefore needs to be demonstrated, as part of any planning application, that the impacts of minerals extraction can be mitigated to acceptable levels, which will be determined on an individual site basis.
- 7.1.4 The cumulative effects of multiple impacts from individual sites, or a number of sites in a locality, will be an important consideration in the assessment of planning applications for minerals extraction. The un-coordinated and piecemeal working of sites which result in prolonged effects on the landscape and surrounding local communities will not be permitted.
- 7.1.5 Restoration and aftercare schemes should take advantage of opportunities to enhance the quality of land and landscapes following extraction of minerals and secure appropriate long-term after uses that fit with their context and bring benefits for the local and/or wider community. Enhancements include the creation of biodiversity and geodiversity interests, linking of site restoration to other green infrastructure initiatives, high quality landscape character, improved public access, employment, tourism and provision of climate change mitigation measures. A minimum of 15 years long-term management of restored sites following extraction of minerals will be required. Where appropriate, restoration bonds will be sought as a safeguard to ensure that minerals sites are restored to a high standard.
- 7.1.6 National planning policy sets out the need for local minerals authorities to safeguard existing, planned and potential sites for a range of minerals infrastructure. Within Newcastle there are no identified existing or identified future sites for bulk transport, handling and processing of minerals. Six sites set out in table 4 below and identified on the Policies Map are identified as being used for the manufacture of concrete and concrete products and recycled and secondary aggregates materials within the city. Policy DM32 (3) safeguards both these existing sites and future mineral infrastructure sites as long as they are operationally required for the supply and manufacture of minerals.

Table 4 - Location of Minerals Infrastructure Sites

Site	Location	Infrastructure Type
Brunswick Plant (Cemex)	Brunswick Industrial Estate, Brunswick	Concrete Batching
Brunswick Plant (Tarmac)	Brunswick Industrial Estate, Brunswick	Concrete Batching
Newburn (North East Concrete)	Riverside Court, Newburn Haugh Industrial Estate	Concrete Batching
Scotswood Plant (Breedon Northern)	Low Yard, Scotswood Road	Concrete plant/concrete batching
Newburn (MGL)	Riversdale Way, Newburn Haugh	Recycling and secondary aggregates
Paradise Works (Jobling Purser)	Scotswood Road	Coating Plant

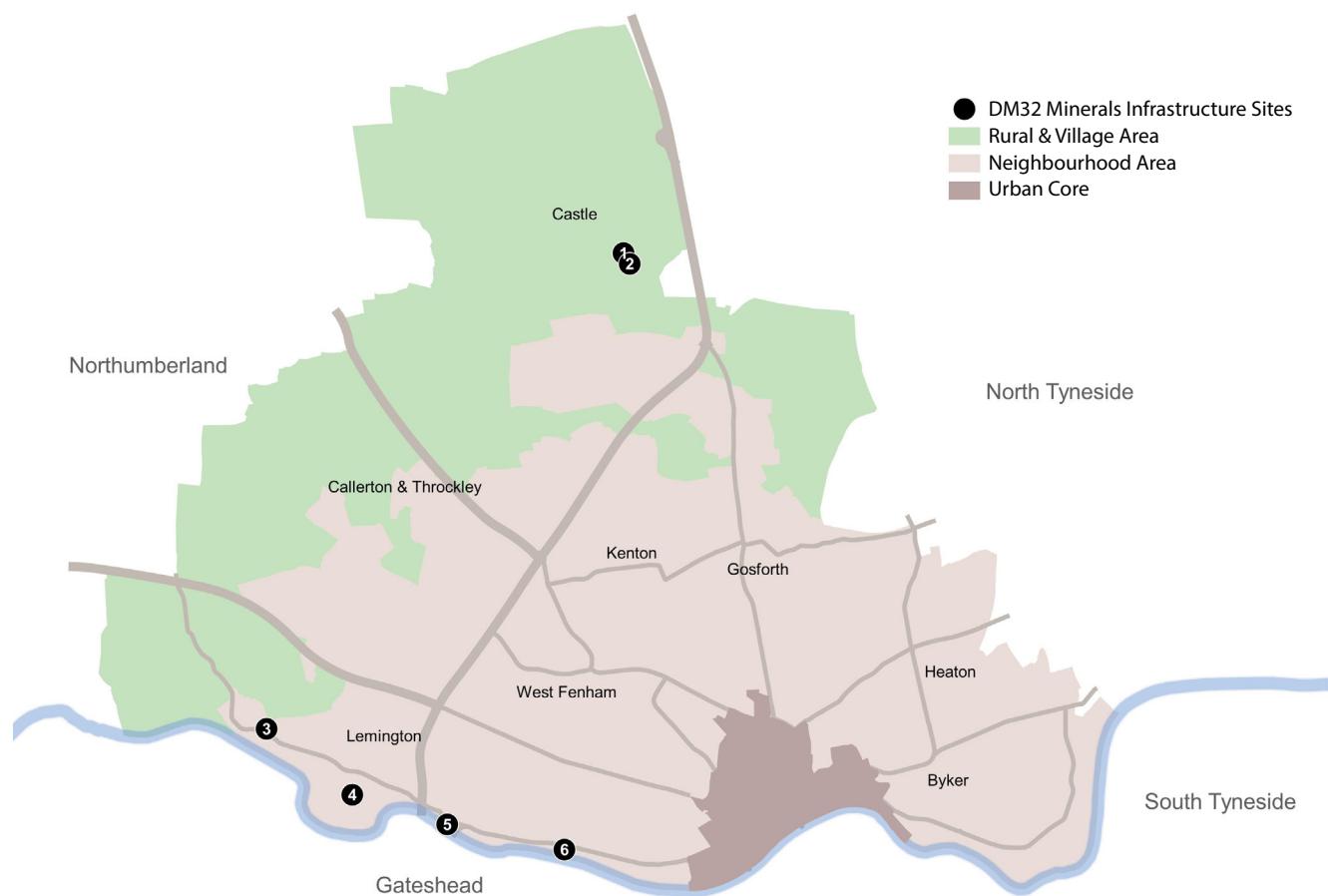


Figure 6 - Minerals Infrastructure Sites

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7.2 Area of Search

- 7.2.1 National planning policy requires mineral planning authorities to plan for a steady and adequate supply of minerals by identifying specific sites, a preferred area, Areas of Search and location criteria for minerals extraction. For this reason, land at Dewley Hill, north of Throckley, is designated as an Area of Search for the extraction of coal and any secondary minerals.

Policy DM33

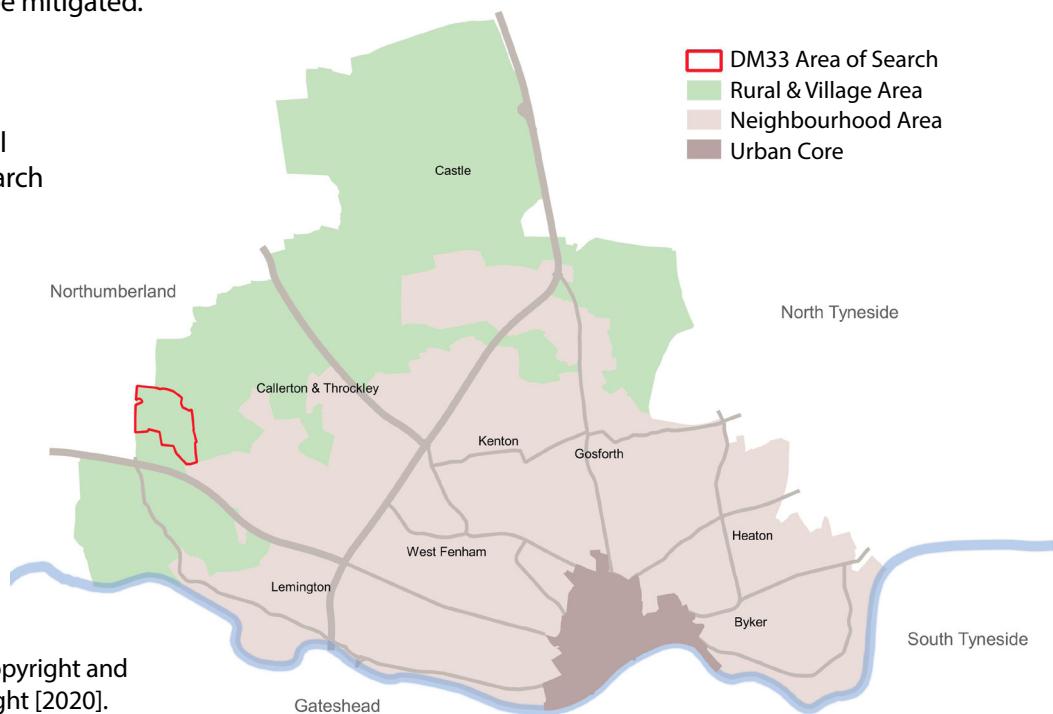
Policy DM33 - Area of Search

Dewley Hill site is designated on the Policies Map as an Area of Search for the extraction of coal and other secondary minerals. The acceptability of working this search area will be assessed in line with National and Local Plan Policy.

Policy DM33

- 7.2.2 Dewley Hill site covers 110 hectares and is currently agricultural land within the Green Belt (Figure 7). The potential operator estimates that approximately 800,000 tonnes of coal and 200,000 tonnes of fireclay could be extracted from the site. Land to the east of the site is allocated for housing development (CSUCP Policy CS3) and therefore extraction of minerals from this site would need to take into consideration the impact on any nearby future housing development coming forward. The acceptability of any minerals extraction from this area would also need to be assessed against the relevant policies of the CSUCP and DAP to demonstrate that it would not result in any unacceptable adverse impacts.
- 7.2.3 A tributary of Dewley Burn runs through the proposed Dewley Hill mineral extraction site. Any mineral extraction that could potentially have an adverse environmental impact on the waterbody would need to be mitigated.

Figure 7 -
Dewley Hill
Area of Search



Policy Links

- CSUCP Policy CS19 and CS20
- Development Management Validation Checklist

7.3 Recycling and Refuse Storage Provision

7.3.1 The council is currently preparing a waste strategy which promotes an innovative approach to waste management and provision. CSUCP Policy CS21 sets out the council's strategic approach to the management of waste. Policy DM34 outlines site specific refuse storage and recycling provision requirements.

Policy DM34

Policy DM34 - Recycling and Refuse Storage Provision

The location and appearance of refuse storage and recycling provision will be required to be an integral part of the development and demonstrate high-quality design of waste facilities. Refuse storage and recycling provision will be required to provide:

- i. the necessary capacity needed by the development and which can be adequately accessed so that waste can be serviced by refuse collection vehicles;
- ii. for non-residential developments, shared housing and major flatted development, shared recycling facilities and refuse bins of sufficient capacity to serve the proposed development;
- iii. for other residential development, space for the storage of individual recycling and refuse bins to reflect the current collection regime and communal recycling facilities and refuse bins of the required capacity to serve the proposed development as a whole; and
- iv. for residential properties with private gardens provision for the separate storage of garden waste for collection or composting.

Policy DM34

7.3.2 Recycling and refuse storage provision is a necessary requirement for all new development. Poorly sited or designed waste storage facilities can have adverse impacts on the amenity of an area by way of visual impacts, odours and obstruction of the highway. Lack of suitable road access can adversely impact on the provision of refuse servicing arrangements for residents.

- 7.3.3 The council is seeking to improve sustainability of waste management and will encourage developers to consider high quality design solutions. Whole street solutions and underground communal waste facilities should be explored. These have multiple benefits including improved design of development allowing more space for open space and/or parking, collection vehicles will not need to access every property and reduced frequency of collection.
- 7.3.4 This policy requires all new development to include recycling and refuse provision of adequate quantity and quality, in the interests of ensuring that the visual appearance, amenity and safety of areas is maintained.
- 7.3.5 The council has approved guidance setting out the recycling and refuse storage requirements for new development. Refuse management strategies should accompany planning applications for new development to explain the rationale for the proposed location and design of the facilities to be provided and collection arrangements.

Policy Links

- CSUCP Policy CS21
- Development Guidance Note: Provision of Waste and Recycling Collection and Storage Facilities
- Development Management Validation Checklist

8 Infrastructure and Delivery

Assessments of available infrastructure and the cumulative impact of development are critical to sustainable development. The city has experienced increasing pressure on schools, services and on transport infrastructure in recent years and thus development growth should contribute to meeting infrastructure need, taking into account viability. The CSUCP Infrastructure Delivery Plan sets out schemes which will support development.

The adopted Community Infrastructure Levy will help fund strategic, largely off-site infrastructure and schemes will often need to contribute to site mitigations or pooling of developer contributions in accordance with the CSUCP Policy DEL 1.

8.1 Telecommunications and Digital Infrastructure

- 8.1.1 The development of telecommunications and digital infrastructure is recognised as an important driver for both the local and national economies together with the promotion of the digital industry and clusters.
- 8.1.2 CSUCP Policies CS5, CS9 and CS11 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. Policy DM35 sets out criteria to be used for telecommunications and digital infrastructure development.

Policy DM35 - Telecommunications and Digital Infrastructure

1. Development for new or upgraded telecommunications infrastructure will be required to demonstrate that:
 - i. the installation(s) will be kept to a minimum, consistent with the efficient operation of the network;
 - ii. the site is the most sustainable option with all alternatives explored (including opportunities for the sharing or clustering of facilities and siting masts on existing buildings);
 - iii. there will be no significant impact on visual and residential amenity, and the character of any building, structure or wider area; and
 - iv. there will be no significant and irremediable interference with electrical equipment, air traffic services or instrumentation in the national interest.
2. Major development will be required to demonstrate how it supplies digital infrastructure to access electronic communications networks within the site boundary.

- 8.1.3 National planning guidance outlines that telecommunications applications must be supported by detailed information including consultations with interested organisations and a certification that the operational exposure for new masts or base stations (or additions to existing) will not exceed International Commission on non-ionising radiation protection guidelines.
- 8.1.4 In order to conserve the visual and residential amenity and the character of any building, structure or locality operators should be encouraged to develop innovative solutions to address any impacts. The council has a preference for the clustering or sharing of facilities rather than erecting new sites/equipment unless a clear need can be demonstrated.
- 8.1.5 Digital technology will help deliver social and economic growth and plays a vital role in the provision of local community facilities and services. The council will expect development to be supported by the latest digital infrastructure and encourages early discussions with operators.

Policy Links

- CSUCP Policies CS5, CS9, CS11
- Development Management Validation Checklist

Endnotes

1. Gateshead Newcastle Strategic Housing Market Assessment (August 2017)
2. Specialist Housing Delivery Plan, 2017 – 2021 (November 2017)
3. Our Journey, A 20 year Transport Manifesto for the North East Combined Authority (NECA) (December 2016)
4. Local Cycling and Walking Infrastructure Plans, Technical Guidance for Local Authorities DfT (April 2017)
5. Strategic Research for Registered Battlefields: Newburn Ford, Historic England (January 2018)
6. Landscape Character Assessments (2017)
7. Tyne and Wear Historic Landscape Characterisation Final Report, English Heritage Project Number 4663 (September 2014)
8. Public Safety Zones – Detailed guidance is provided in DfT Circular 1/2010 (Control of development in airport public safety zones)
9. Water Framework Directive 2000 (December 2000)
10. Part 1: Northumbria River Basin District, River Basin Management Plan (December 2015)
11. Newcastle and North Tyneside Biodiversity Action Plan (2014)

Appendices

Appendix 1 – District and Local Centres

Appendix 2 – Road Hierarchy

Appendix 3 – Major Movement Corridors

Appendix 4 – Geodiversity, Biodiversity and Habitat Sites

Appendix 5 – Glossary

Appendix 6 – Car and Cycling Parking Levels

Appendix 7 – Policy Review

Appendix 8 – Employment Marketing Guidance

Appendix 9 – Monitoring Framework

Appendix 1 - District and Local Centres

Policy DM3 designates existing and emerging District and Local Centres on the Policies Map and sets out criteria for assessing proposals in centres.

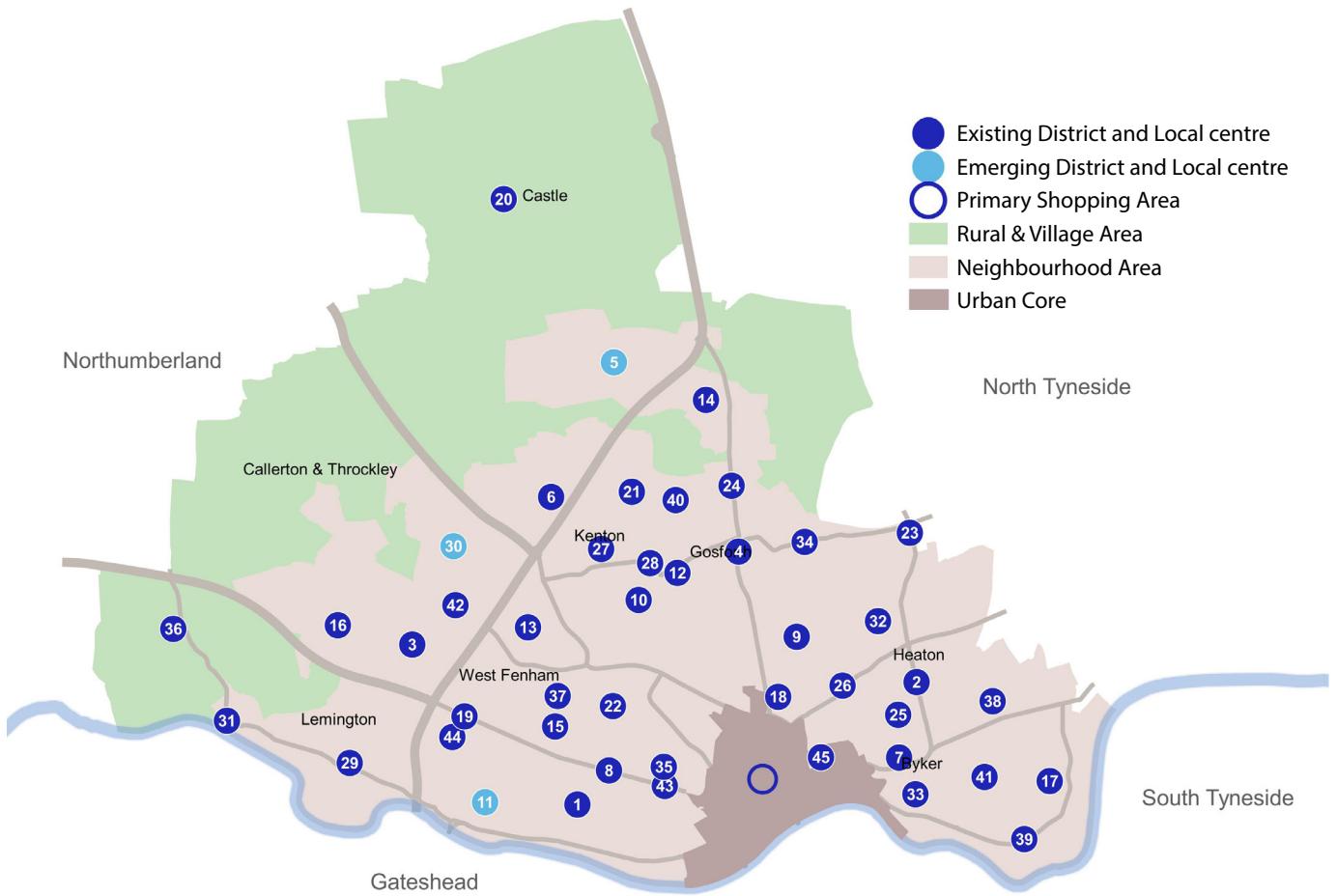


Figure 8 - District and Local Centres

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Appendix 2 - Road Hierarchy

Newcastle's road hierarchy includes strategic roads (which are managed by Highways England), Primary Distributor Roads and Secondary Distributor Roads. Each road category and the development and traffic characteristics are set out in the table below.

Category	Characteristics
Strategic Road	Nationally significant roads used for the distribution of goods and services, and a network for the travelling public.
Primary Distributor Road	<ul style="list-style-type: none"> • These are the preferred roads for motorised vehicles and generally connect to Strategic Roads. • The ability of these roads to operate efficiently helps to support local economies, and provide attractive routes which can divert motorised vehicles from more sensitive areas. They will often carry large volumes of traffic which generally have a local origin or destination within the principal residential, commercial and industrial areas. • The servicing and loading requirements for developments will be considered on a case by case basis. • New developments fronting these roads must provide off-street parking solutions, which should only be accessed from the side or rear of the development. • Pedestrian and cycle movements should be segregated from traffic and controlled by formalised crossing points.
Secondary Distributor Road	<ul style="list-style-type: none"> • These roads generally connect Strategic and Primary Distributor Roads to smaller areas and carry significantly lower volumes of traffic with fewer HGV's than either of the above categories. • The servicing and loading requirements for developments will be considered on a case by case basis. • Local traffic will predominate and pedestrian and cycle movement should be controlled by formalised crossing points. • Pedestrian and cycle movements should be segregated from traffic. • Frontage access may need to be restricted and there will be parking on many of these roads; on-street parking should be discouraged, but when this is not achievable then distinct parking lay-bys/areas should be provided.

Public Transport Distributor Road

Public Transport Distributor Roads can be classed as either Primary or Secondary Distributor Roads. They are based on existing key bus corridors into the Urban Core and experience some of the highest bus flows in Newcastle. They service residential, retail and public services within Newcastle and surrounding authorities. Defining Public Transport Distributor Roads reflects the emphasis on bus priority along these routes.



Figure 9 - Road Hierarchy

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Appendix 3 - Major Movement Corridors

Policy DM20 Design requires enhancement of the appearance of the city from major movement corridors. These are defined in the figure below.

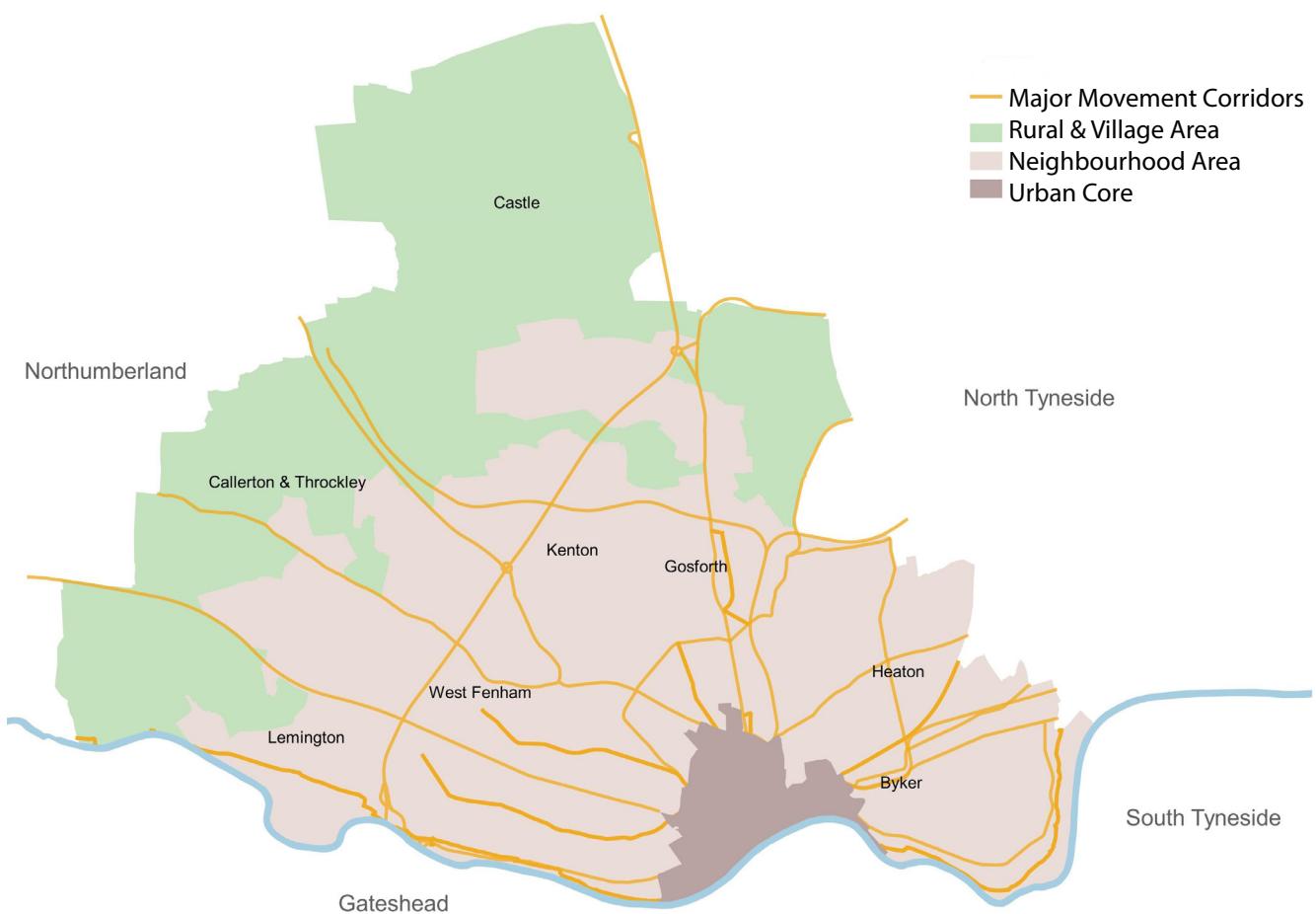


Figure 10 - Major Movement Corridors

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Appendix 4 - Geodiversity, Biodiversity and Habitat Sites

Policy DM29 Protecting and Enhancing Geodiversity, Biodiversity and Habitats relates to the protection of our natural assets. A list of these assets is set out below; and figure 5 and the Policies Map show their locations.

Sites of Special Scientific Interest (SSSI)

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

Local Nature Reserves (LNR)

- 1 Sugley Dene
- 2 Denton Dene
- 3 Walbottle Brickworks
- 4 Throckley & Walbottle Dene
- 5 Benwell Nature Park
- 6 Havannah

Local Wildlife Sites (LWS)

- 1 Big Waters
- 2 Black Woods and Pond
- 3 Brenkley Colliery and Meadows
- 4 Brenkley North
- 5 Callerton Pond
- 6 Denton Dene
- 7 Gosforth Park Nature Reserve
- 8 Hack Hall Ponds
- 9 Havannah Nature Reserve
- 10 Jesmond Dene
- 11 Lemmington Gut
- 12 Newburn Spreading Field
- 13 Northumberland Golf Course
- 14 Paradise Purser Jobling
- 15 Parkside Meadows
- 16 Percy Pit
- 17 River Tyne
- 18 Sacred Heart Pond
- 19 Scotswood Natural Community Garden
- 20 Shelley Road
- 21 Sugley Dene
- 22 Throckley / Walbottle Dene

- | | |
|----|------------------------|
| 23 | Throckley Pond |
| 24 | Tyne Riverside Newburn |
| 25 | Walbottle Brickworks |
| 26 | Walker Railway Station |
| 27 | Walker Riverside |

Sites of Local Conservation Interest (SLCI)

- | | |
|----|-------------------------------------|
| 1 | Bank Top Quarry / Wellfield Wood |
| 2 | Benwell Burial Ground |
| 3 | Benwell Nature Park |
| 4 | Black Plantation |
| 5 | Brunton Mill Meadow |
| 6 | Cochrane Park |
| 7 | Dentsmire / Salters Bridge |
| 8 | Dinnington Road Fen |
| 9 | Fencer Hill Wood |
| 10 | Fox Cover Wood |
| 11 | Gosforth Park Grassland |
| 12 | Gosforth Park Hotel Woods |
| 13 | Gosforth Park Woods and Pond |
| 14 | La Sagesse Wood |
| 15 | Matts Bank and Blackroad Plantation |
| 16 | Moory Spot Farm Pond |
| 17 | Newburn Haugh Wetlands |
| 18 | Newcastle Central Cemetery |
| 19 | City of Newcastle Golf Course |
| 20 | Ouseburn Meadow |
| 21 | Parkside Meadow |
| 22 | Prestwick Burn |
| 23 | Prestwick Carr |
| 24 | Reigh Burn and Engine Plantation |
| 25 | Rye Hill / Grange Farm |
| 26 | Seven Mile Pond |
| 27 | Sunnyside Ponds |
| 28 | Town Moor |
| 29 | Walker Riverside |
| 30 | Walker Vicarage |
| 31 | West Brunton Wetlands |
| 32 | Woolsington Lake |
| 33 | Woolsington Woods |

Local Geological Sites (LGS)

- | | |
|---|------------------------------|
| 1 | Callerton Channels |
| 2 | Hazlerigg Channel |
| 3 | Jesmond Dene |
| 4 | Prestwick Carr |
| 5 | St Anthony's |
| 6 | Sugley Dene |
| 7 | Town Moor |
| 8 | Walbottle and Throckley Dene |

Appendix 5 - Glossary

Glossary of Terms

Disclaimer - This glossary offers a plain word definition of some of the most commonly used terms and should be used as a reference guide. It is neither a statement of law nor an interpretation of the law, and should not be used as a source for statutory definitions.

Term	Definition
Accessible Location	A location which is relatively easy for people to get to by a choice of means of transport.
Active Frontage	A building front that creates positive activity by maintaining a lively and attractive street scene that promotes the vitality of a centre. This includes ground floor entrances, uses and windows that generate activity and improve the safety of the street. An active frontage can consist of glazed door openings and shop windows that either show activity within the premises or a window display relating to the use of the unit.
Adoption	Confirmation stating the final adoption of a Local Development Document by a local planning authority.
Affordable Housing	Affordable housing is subsidised housing for rent and/or sale. This could for example be housing rented from a Housing Association or it could be a shared ownership home.
Allocation	An allocation is a specific proposal for land for housing, employment or other uses within a plan that identifies an area of land to be developed for that use within the time period specified.
Authority Monitoring Report (AMR)	A report that assesses progress against targets in the Local Development Scheme and how well policies in the Local Plan are being implemented.
Biodiversity	Biodiversity is the term used to describe the variety of life on earth. The term encompasses all species of plants and animals and their complex ecosystems.
Biodiversity Action Plan	An overarching framework for the protection and enhancement of habitat and species.

Brownfield Land / Previously Developed Land	Previously developed land and premises which could be partially occupied or used. Is most commonly associated with derelict urban land with redundant industrial buildings and includes the curtilage of the buildings. It does not normally include agriculture or forestry land and previously used land which now has nature conservation or recreation value.
Catchment Management	Work carried out within a river catchment aimed at protecting and enhancing the water environment through management of the surrounding land.
Climate Change	Long-term change in climatic conditions. This may be a result of human activity or the earth's natural processes.
Community Infrastructure Levy (CIL)	A financial charge which local authorities can charge on most types of new development in their area, depending on viability. The money will be spent on infrastructure needed across the city.
Conservation Areas	Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
Core Strategy and Urban Core Plan (CSUCP)	The Core Strategy and Urban Core Plan is a strategic planning framework that will guide development in Newcastle and Gateshead to 2030. It is the first part of both councils Local Plan, containing an overall vision and spatial strategy to deliver economic prosperity and create lifetime neighbourhoods.
Critical Drainage Areas	Areas where an increase in the rate of surface water run-off and/or volume from new development may exacerbate the degree of flood risk to areas downstream or to the surrounding area
Development Management	The process whereby a local planning authority manages, shapes and considers the merits of a planning application and whether it should be given permission having regard to the development plan.
Digital Infrastructure	Physical infrastructure intended to host elements of, or enable delivery of, electronic communications networks.

Duty to Cooperate	Section 110 of the Localism Act places a duty on Local Planning Authorities to co-operate with neighbouring authorities and other prescribed bodies in preparing their Local Development Documents and on other strategic matters relating to the sustainable development and use of land that has or would have a significant impact on at least two planning areas.
Ecology	Relationship of animals to one another and their habitat.
Ecosystems Services	The important benefits for human beings that arise from healthily functioning ecosystems, notably production of oxygen, soil genesis and water detoxification
Employment Land	Land reserved for development by businesses engaged in Use Class B1 (business, light industry or office), B2 (general industry) or B8 (storage and distribution).
Employment Land Review	Report to assess the demand for and supply of land for employment. This is required as Local Authorities must demonstrate a rolling five-year supply of employment land.
Employment Site	A specific site reserved for use as employment land.
Employment Uses	Use of land for Use Class B1 (business, light industry or office), B2 (general industry) or B8 (storage and distribution)
Exception Test	A method to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available. There are two parts to the Test which require proposed development to show that it will provide wider sustainability benefits to the community that outweigh the flood risk, and it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall.
Flood Risk Assessment	An assessment carried out by planning authorities, developers and applicants of flood risk and runoff and implications of land use applications or proposals, appropriate in scale and nature to the development proposal.

Flood Zones

Flood zones are shown on the Environment Agency Flood Map.

These Flood Zones refer to the probability of sea and river flooding only, ignoring the presence of existing defences.

- Flood Zone 1 is the land outside the flood plain, i.e. areas not shown as within flood zone 2 or 3 on the flood zone maps. There is little or no flood risk in this zone.
- In Flood Zone 2 there is a low to medium risk of flooding.
- In Flood Zone 3a there is a high probability of flooding.

Green Belt

An area of land around built-up areas where there is a presumption against inappropriate development. The fundamental aim of a 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.

Green Infrastructure

Green infrastructure includes, but is not limited to, wildlife sites, parks and gardens, areas of countryside, woodland and street trees, allotments and agricultural land, outdoor sports provision, local green spaces, footpaths, cycle and bridleways, areas of historic values, floodplains, ponds, lakes and watercourses.

Green Infrastructure Network

A network of high quality green and blue spaces and other environmental features.

Greenfield Land

Land (or a defined site) usually farmland, that has not previously been developed.

Green Street

A street or right of way that, through a variety of design and operational treatments, gives priority to pedestrian circulation and open space over other transportation uses. The treatments may include pavement widening, landscaping, traffic calming, and other pedestrian-orientated features. A green street can also manage surface water run-off as a resource, with landscaping planters or swales to capture run-off and filter pollutants.

Habitable Rooms / Non-Habitable Rooms

Habitable rooms are defined as living, dining, kitchen, bedroom, study, games room, nurseries etc. Non-habitable rooms are defined as bathrooms, toilet, hall, landing, cloakroom, utility room, elevations with no windows.

Heritage Assets	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic Environment Record (HER)	A database of sites of known historic or archaeological importance, managed by Newcastle City Council.
Historic Landscape Characterisation	A method of classifying and interpreting landscapes devised by Historic England.
Housing and Economic Land Availability Assessment (HELAA)	A technical study that determines the suitability, availability and achievability of land for development of housing and employment uses.
Independent Examination	A public inquiry conducted by an independent planning inspector to test the soundness of the Local Development Documents produced as part of the Local Plan and to determine if they are legally compliant and 'sound'.
Infrastructure	A collective term for services such as roads and railways, underground utilities such as electricity, sewerage and water, children's services, health facilities and recycling, refuse facilities.
Infrastructure Delivery Plan (IDP)	The IDP supports the Local Plan by identifying key items of infrastructure required to support the implementation of the policies in the Plan. It sets out the what, when and how for key physical, environmental and social infrastructure required to achieve sustainable economic growth and sustainable communities in Newcastle and deliver the policies and objectives of the Plan to 2030.
Landscape Character Assessment	An assessment undertaken to help identify various landscape types with a distinct character that is based on a recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement.
Listed Building	A building that has been placed on the Statutory List of Buildings of Special Architectural or Historic Interest. A listed building may not be demolished, extended or altered without consent from the local planning authority.

Local Enterprise Partnership (LEP)	A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in the area.
Local Geological Sites (LGS)	LGS are protected through the planning system, as sites of important geological and geomorphological interest.
Local Listing	Locally important building valued for contribution to local scene or for local historical situations but not meriting listed building status.
Local Nature Reserves (LNR)	Sites designated by the council and Natural England under section 21 of the National Parks and Access to the Countryside Act 1949, and amended by Schedule 11 of the Natural Environment and Rural Communities Act 2006, which are of local importance for wildlife.
Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is prescribed as a Development Plan Document adopted under the Planning and Compulsory Purchase Act 2004.
Local Wildlife Sites (LWS)	Formerly SNCI, LWS are designated by a Local Wildlife Sites Partnership. LWS are protected by the planning system as a second tier of sites of local importance to wildlife, below LNR.
Major Movement Corridors	Key routes into the city by road and rail.
Minerals Safeguarding Area	An area designated for protection based on its mineral resources.
National Planning Policy Framework (NPPF)	This sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system and provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of communities.
Nationally Described Space Standards (NDSS)	This Government standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy.

Neighbourhood Area	The Neighbourhood Area forms the majority of the built up area of Newcastle and this is where most of our residents live. This area was defined for the Core Strategy and Urban Core Plan.
Neighbourhood Planning	Introduced by the Localism Act 2011, Neighbourhood Planning allows communities to develop their own plan for their locality, which is used to guide development.
Open Space	All open space of public value, which offers important opportunities for sport and recreation and can also act as a visual amenity.
Open Space Typologies	<p>Allotments Allotments provide areas for people to grow their produce and plants</p> <p>Amenity Green Space Minimum 0.15 hectares in size, open to free and spontaneous use by the public, but neither laid out nor managed for a specific function such as a park, public playing field or recreation ground; nor managed as a natural or semi-natural habitat.</p> <p>Park and Recreation Grounds Comprises the general open space surrounding play areas and includes sports facilities used for general recreation as well as outdoor sports space including publicly accessible tennis courts and bowling greens.</p> <p>Play Space (Children) Areas of play that cater for the needs of children up to and around 12 years. Children's play space can include formal equipment such as slides and swings and/or areas of landscaping and natural building materials which create areas to explore.</p> <p>Play Space (Youth) Areas for informal recreation for, broadly, the 13 to 16/17 age group, and which include facilities like skateboard parks, basketball courts and 'free access' Multi Use Games Areas (MUGAs).</p> <p>Natural Green Space Covers a variety of partly or wholly accessible spaces including meadows, woodland and copses all of which share a trait of having natural characteristics and wildlife value, but which are also open for public use and</p>

Plan Period	Refers to the time period of operation for a Local Development Document.
Policies Map	An Ordnance Survey based map, which geographically explains the key policies including designations and allocations.
Protected Species	These are protected under the Conservation of Habitats and Species Regulation 2010, Wildlife and Countryside Act 1081 as amended and Protection of Badgers Act 1992.
Retail Hierarchy	Defines the role and relationship of centres in the retail network i.e. City Centre, District Centre, Local Centre.
River Buffers	Vegetated land adjacent to watercourses that help to control soil and water quality as well as protecting and promoting biodiversity.
Road Hierarchy	The road hierarchy categorises Newcastle's roads and streets based on their function.
Rural and Village Area	The Rural and Village Area stretches from the urban edge of our neighbourhoods to the boundary with Northumberland in the north and west. This area was defined for the Core Strategy and Urban Core Plan.
Sequential Test	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others.
Sites of Local Conservation Interest (SLCI)	A third tier of sites of wildlife importance (below LNR and LWS), protected by the planning system.
Sites of Special Scientific Interest (SSSI)	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Specialist Residential Accommodation	Housing in use classes C3 (dwellinghouses) and C2 (residential institutions) which provides specially designed homes for people with specific needs, including assisted living accommodation for people over 55 years old, retirement and sheltered apartments and housing where care is provided.
Statement of Community Involvement	A document which sets out how Newcastle City Council will consult the public as part of its planning process, including the preparation of plans and determination of planning applications.

Strategic Cycle Network	Strategic Cycle Routes are the main cycle links across the plan area, which together form the Strategic Cycle Network.
Strategic Environmental Assessment (SEA)	European Directive 2001/42/EC (the SEA Directive) Strategic Environmental Assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
Strategic Flood Risk Assessment (SFRA)	A document which is normally produced by a local planning authority in consultation with the Environment Agency, and which forms the basis for preparing appropriate policies for flood risk management at the local level.
Strategic Housing Market Assessment (SHMA)	Assesses the housing needs and demands by type (including affordable housing) for the plan area, and informs the housing mix required over the plan period.
Sustainable Drainage Systems (SuDS)	Sustainable water management measures which reduce the amount, flow, and/or rate of surface water entering the sewage system.
SuDS Hierarchy	A method of selecting which SuDS should be used, ranked by measure of sustainability.
SuDS Management Train	A concept underpinning the development of sustainable drainage systems (SuDS), that tries to mimic the natural environment and provides flood risk and water quality benefits. Management of surface water involves using various SuDS components at source (i.e. where heavy rainfall occurs); along the pathway (i.e. the means or routes by which stormwater is conveyed through a site or catchment); to the receptor (i.e. where stormwater flows collect).
Supplementary Planning Documents (SPDs)	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary Planning Documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainability Appraisal (SA)	The sustainability appraisal considers the social, environmental and economic effects of a plan from the outset, to help ensure that decisions are made that contribute to achieving sustainable development.

Telecommunications Infrastructure	Development supporting the telecommunications and digital networks, for example, radio towers and fibre optic cables.
Transport Assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Transport Statement	A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.
Wildlife Corridor	Areas of habitat connecting wildlife populations.
Urban Core	The Urban Core is the compact heart of the Tyneside conurbation. This area was defined for the Core Strategy and Urban Core Plan.
Urban Creep	The loss of permeable surfaces in urban environments, leading to increased surface water and associated problems.
Urban Heat Island	An urban area that is significantly warmer than its surrounding rural area due to human activities.
Use Class	The Town and Country Planning (Use Classes) Order 1987 and subsequent amendments, group a number of land uses into categories or 'Use Classes'.

Appendix 6 - Car and Cycle Parking Levels

This appendix sets out guidance on the levels of car parking required to meet the operational needs of residential and non-residential developments.¹

Car and cycle parking levels cited in Appendix 6a, 6b and 6c are recommendations and site-specific considerations and improvements to accessibility should be taken into account with all planning applications. Proposed parking levels should be justified and set out in a Transportation Statement or Transport Assessment as appropriate. Factors that will be considered when determining the appropriate level of car parking include the location of the site, the nature of the development, how sustainable it is, the availability of public transport, the impact on residential amenity and highway safety.

Residential Car Parking Levels

The residential parking levels shown in Appendix 6a relate to Use Class C3 and apply citywide. The recommended parking level is based on the number of habitable rooms plus the number of allocated car parking spaces.

In many new developments allocating parking spaces for each house/ flat may not be the most efficient use of development land and unallocated parking could be provided with residents and visitors sharing communal parking spaces. This can work particularly well where car ownership is lower, the area is served by good public transport and a controlled parking zone is in place in the surrounding area.

Car parking levels for student accommodation will depend on site-specific considerations such as its location and the presence of parking restrictions in the surrounding area. The provision of adequate pick up and drop off facilities is a key consideration.

Parking levels for residential development, including student accommodation should be justified and set out in a Transportation Statement or Transport Assessment as appropriate. Proposals should demonstrate how the parking needs of disabled people have been considered.

Non-Residential Parking Levels

For non-residential parking levels, the authority has been divided into two areas: the City Centre and Urban Areas as shown in appendix 6d. Appendix 6e shows a detail of the City Centre Area.

Appendix 6b details the car parking levels within the City Centre and the Urban Area. Where no parking level is given in Appendix 6b, parking will be examined on the proposed development's own merits.

Parking levels for non-residential development should be justified and set out in a Transportation Statement or Transport Assessment as appropriate. Proposals should demonstrate how the parking needs of disabled people have been considered.

¹ The following text is largely extracted from the Transport Assessments, Travel Plans and Parking developer guidance 2015.

Cycle Parking Levels

The recommended cycle parking levels shown in Appendix 6c apply citywide.

Where a proposed development comprises a number of separate premises (for example, a parade of shops), they may be aggregated for the purposes of guideline calculation.

The levels are calculated to incorporate both operational needs for staff and non-operational needs for visitors (and as appropriate, for residents).

Proposed parking levels should be justified and set out in a Transportation Statement or Transport Assessment as appropriate.

Appendix 6a Residential (C3) car parking levels (citywide)

Number of Habitable Rooms ²	Number of allocated spaces		
	0 No allocated spaces	1 allocated space	2 allocated spaces
3 rooms	1	1.5	2.4
4 rooms	1.3	1.5	2.4
5 rooms	1.8	1.9	2.5
6 rooms	2.2	2.2	2.6
7 rooms	2.5	2.5	2.7
8 rooms	2.6	2.6	2.7

For example, a development of 5 houses each with 4 habitable rooms (2 bedrooms, kitchen and living room) can have the following car parking scenarios;

No allocated spaces (all spaces communally available)

$$5 \times 1.3 = 6.5$$

7 communal spaces are required.

Each property has a drive, but no garage (1 allocated space per property)

$$5 \times 1.5 = 7.5$$

8 spaces are required, 3 of which are communal.

Each property has a drive and useable garage (2 allocated spaces per property)

$$5 \times 2.4 = 12$$

12 spaces are required, 2 of which are communal.

² Habitable rooms are defined as living, dining, kitchen, bedroom, study, games rooms, nurseries etc. and non-habitable rooms as bathroom, toilet, hall, landing, cloakroom, utility rooms, elevation with no windows.

Appendix 6b
Car parking levels for non-residential uses
Floor spaces figures are gross floor areas

Use Class	City Centre	Urban Areas
A1 - Shops		
Food Retail (GFA less than 250sqm)	0	1 space per 80sqm
Non-Food Retail (GFA less than 800 sqm)	0	1 space per 50sqm
DIY stores (internal and external GFA)	0	1 space per 33sqm
Garden Centres (internal and external GFA)	0	1 space per 54sqm
A2 - Financial and Professional Services		
Financial and Professional Services	0	1 space per 50sqm
A3 - Restaurants and Cafes		
Restaurants and Cafes	0	1 space per 8 covers
A5 - Hot Food Takeaway		
Hot food takeaways	0	1 space per 26sqm
B1 - Business		
Business	1 space per 200sqm	1 space per 50sqm
B2 - General Industry		
General Industrial Use	0	1 space per 50sqm
Vehicle Repair Garages	3 spaces per MOT or vehicle service bay	3 per MOT or vehicle service bay
B8 - Storage or Distribution		
Storage and Distribution (internal and external GFA)	0	1 space per 50sqm for first 200sqm of individual unit then 1 space per 200sqm gross floor area

C1 - Hotels		
Hotels, Boarding Houses and Guest Houses	0	75 percent of total bedrooms. Additional parking required if leisure and conferencing facilities
C2 - Residential Institutions		
Convalescent/Nursing Homes	0	1 space per unit of wardens accommodation/ resident staff, 1 space per 2 non-resident staff, 1 space per 8 bed spaces
D1 - Non-Residential Institutions		
Crèches and Day Nurseries	0	1 space per 2 staff, 1 space per 5 pupils
Clinics/ Health Centres/ Consulting Rooms	0	3 spaces per consulting room
Non-residential education and training centres	0	1 space per member of full-time teaching staff, adequate pick up and drop off area
D2 - Assembly and Leisure		
Gymnasiums	0	1 space per 30sqm

Appendix 6c
Cycle Parking Levels
Floor spaces figures are gross floor areas

Use Class	Spaces	Notes
A1 Shops		
Small shops (less than 500sqm)	2 spaces per 250sqm for staff plus 2 per 300sqm	
Supermarkets (500 – 2500sqm)	2 spaces per 375sqm for staff plus 2 per 300sqm	
Superstores (more than 2500sqm) Hypermarket, DIY centre, Garden Centre, Builders Merchants	2 spaces per 600sqm for staff plus 2 per 300sqm	Floor area used in calculations should include any outdoor sales/ display area

Retail Warehouses	2 spaces per 750sqm for staff and visitors.	
A2 Financial and Professional Services		
Financial and professional services	2 spaces per 250sqm for staff and visitors.	
A3 Restaurants and Cafes		
Restaurants, snack bars and cafes	2 spaces per 50sqm for staff and visitors.	
A4 Drinking Establishments		
Public Houses, wine bars or other drinking establishments (but not nightclubs)	2 spaces per 50sqm for staff and visitors.	
A5 Hot Food Takeaways		
Hot Food Takeaways	2 spaces per 80sqm for staff and visitors	
B1 Business		
Offices, research and development, light industry	2 spaces per 375sqm for staff. Additional provision required for visitors.	
B2 Industrial		
General Industrial Use	2 spaces per 500sqm for staff	
Vehicle Repair Garage	2 spaces per 500sqm for staff	
B8 Storage and Distribution		
Storage and Distribution	2 spaces per 750sqm for staff and visitors	
C1 Hotels		
Hotels, Boarding Houses and Guest Houses	2 spaces per 10 bedrooms for staff and visitors.	Where hotels include restaurants and bars open to non-residents, the appropriate cycle provision for these areas should be added

C2 Residential Institutions

Residential Schools and Colleges	2 spaces per 4 beds	Staff parking requirement should be calculated on the basis of the maximum number of staff present at any time.
Convalescent/Nursing Homes	2 spaces per 3 flats or bedrooms for resident staff, and 2 spaces per 15 non-resident staff	Staff parking requirement should be calculated on the basis of the maximum number of staff present at any time.
Hospitals/Inpatient Clinics	2 spaces per 20 beds	

C3 Dwelling Houses

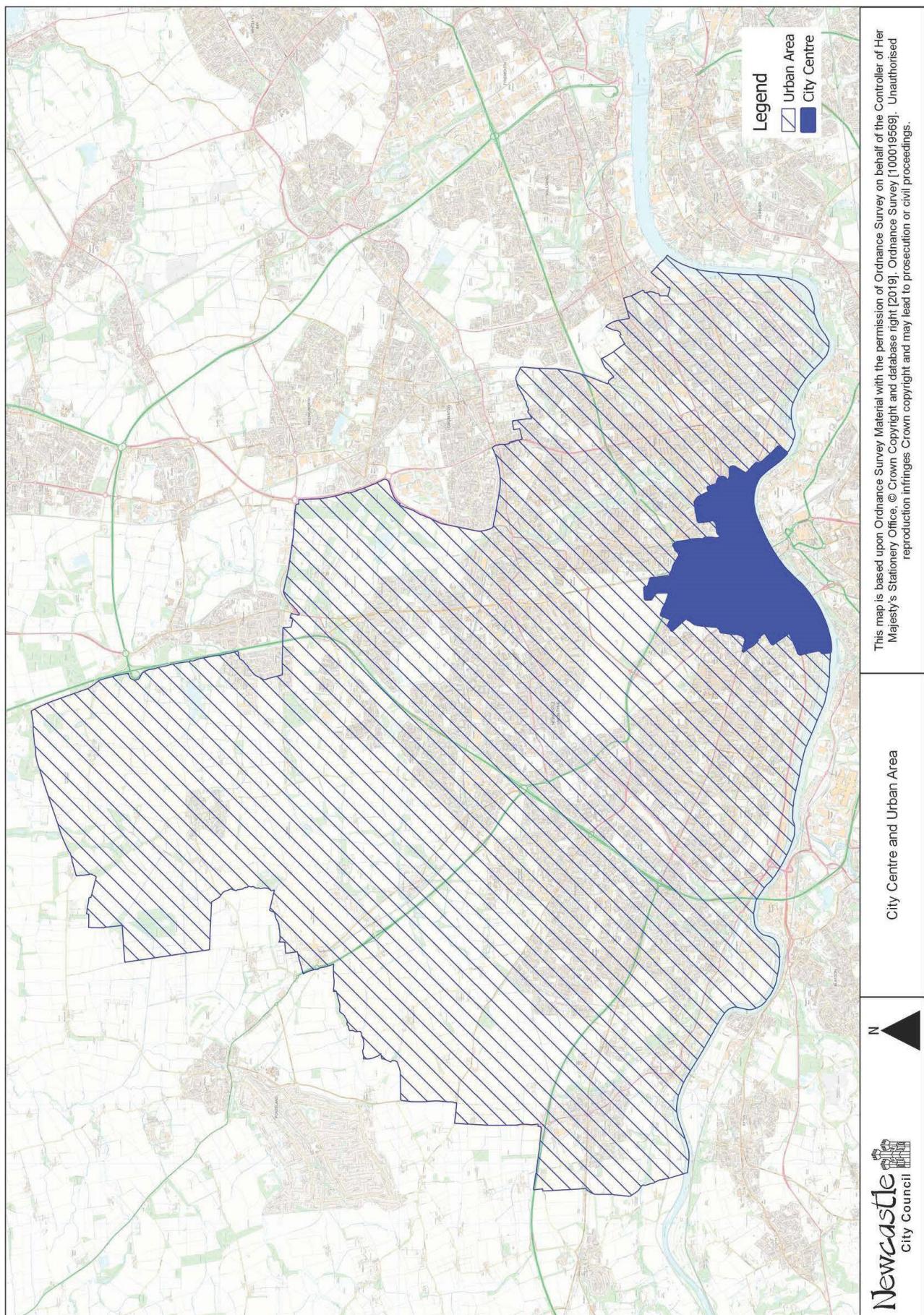
Houses	Must be accessible by cycle. Dwellings without garages must contain adequate internal storage for cycles. 1 space per unit.	
Flats	Long stay: 1 space per unit. Short stay: 2 spaces or 1 per 16 units, whichever is higher	
Purpose Built Student Accommodation	10 % of total number of bedrooms with space	Appropriate visitor provision is required

D1 Non-Residential Institution

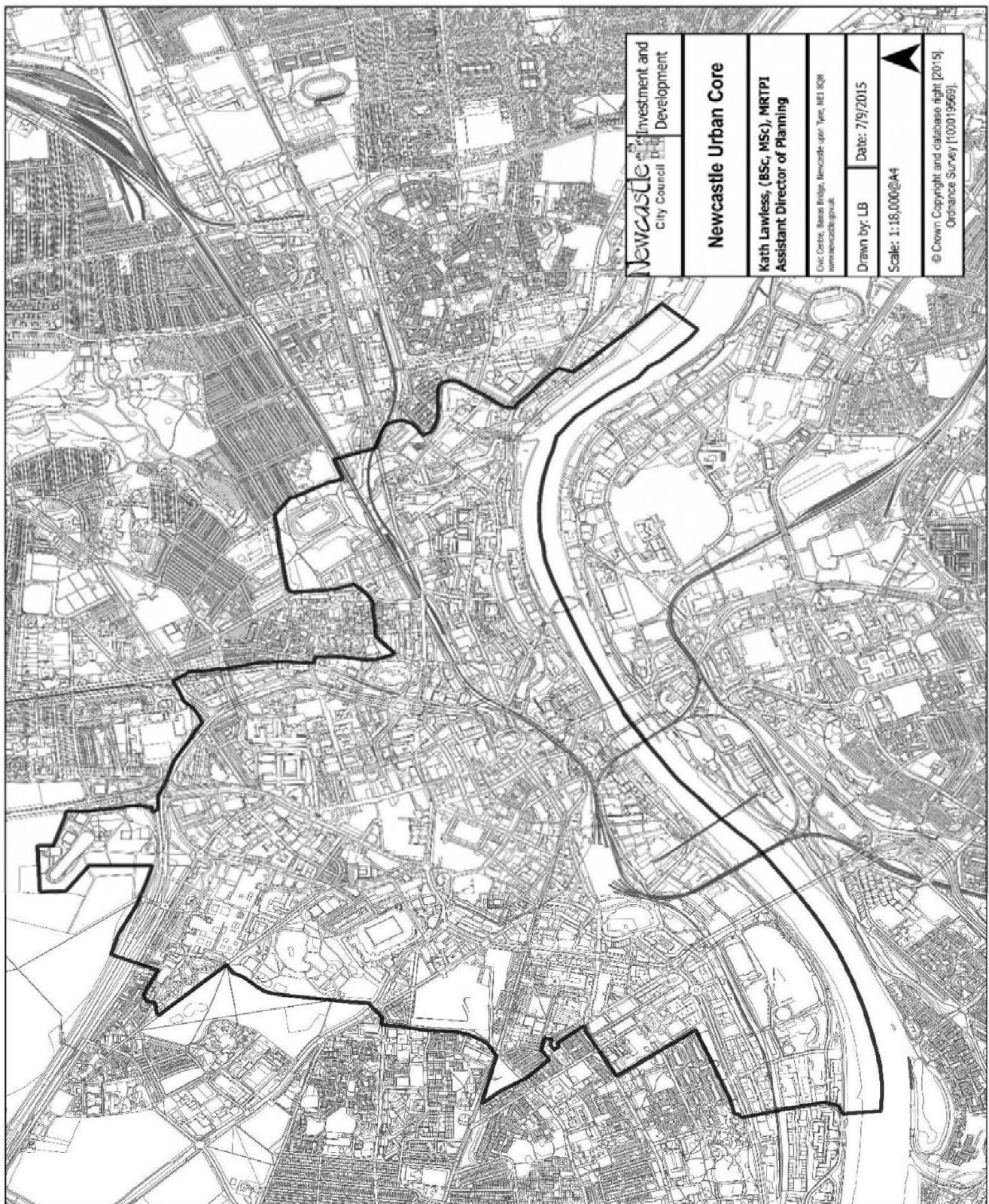
Day nursery and Crèches	2 spaces per 15 staff. Additional provision required for visitors.	
Doctors, Dentists and Veterinary practices	2 spaces per 15 staff, plus 2 per 2 consulting rooms	
Primary Schools	2 spaces per 225 pupils for staff Cycle storage which allows for a 10% increase in pupils cycling	Staff cycle parking requirements calculated on basis of maximum number employed at any time including part time and auxiliary staff
Secondary Schools, Colleges, Higher Educational Establishments	2 spaces per 225 pupils for staff Cycle storage which allows for a 10% increase in pupils cycling	Staff cycle parking requirements calculated on basis of maximum number employed at any time including part time and auxiliary staff

Art Galleries, Museums, Public Halls, Exhibition Halls	2 spaces per 15 staff, plus 2 spaces per 100sqm	
Libraries	2 spaces per 15 staff, plus 2 spaces per 50sqm	
Places of Worship or Religious Instruction	2 spaces per 50sqm	
D2 Assembly and Leisure		
Cinemas, Concert Halls, Bingo Halls, Casinos	2 spaces per 15 staff, plus 2 per 50 sqm	
Sports clubs and centres, sports grounds, swimming pools, skating rinks etc	2 spaces per 10 staff, plus 2 spaces per 10 players, based on maximum number capable of playing	Additional provision required if bars and restaurants on site.
Sui Generis		
Theatres	As for Concert Halls (D2)	
Amusement Arcades/ Funfairs	As for Sports Clubs (D2)	
Launderettes, Petrol Filling Stations, Car Showrooms	As for A1 small shops	
Hostels	2 spaces per 8 bedrooms	
Sales rooms	2 spaces per 600sqm for staff, plus 2 spaces per 300sqm	

Appendix 6d
City Centre and Urban Area



Appendix 6 City Centre Area



The Ordnance Survey Data map data used in this publication is provided by Newcastle City Council under licence from the Ordnance Survey in order to fulfil its public function as a planning authority. Persons viewing this mapping wishing to use Ordnance Survey data should contact Ordnance Survey Copyright.

Appendix 7 - Policy Review

Superseded Newcastle Local Plan Policies

The following policies from the Newcastle Unitary Development Plan (UDP) (Saved 2012), Walker Riverside Area Action Plan (WRAAP) (Saved 2012) and Benwell Scotswood Area Action Plan (BSAAP) (Saved 2012) will be superseded and replaced by policies in the DAP.

UDP Saved Policies (Saved 2012)	Policy Subject	Superseded by DAP
ED1.1 (in part)	Land for economic development	DM1 Employment Sites
ED3	Retention and regeneration of industry and business areas	DM1 Employment Sites
ED3.1 (in part)	Retention and regeneration of industry and business areas	DM1 Employment Sites
ED3.2 (in part)	Retention and regeneration of industry and business areas	DM1 Employment Sites
ED6	Telecommunications development	DM35 Telecommunications and Digital Infrastructure
H1.1 (in part)	Land for housing	DM5 Housing Sites
H2	Protection of residential amenity	DM23 Residential Amenity
H4	New housing design	DM20 Design
R1	Shopping Centres	DM3 District and Local Centres
EN1.1	Design	DM20 Design
EN2	The appearance of the city	DM20 Design
EN3	Landscaping and trees	DM28 Trees and Landscaping
EN3.1	Landscaping and trees	DM28 Trees and Landscaping
EN3.2	Landscaping and trees	DM27 Protecting and Enhancing Green Infrastructure DM28 Trees and Landscaping
EN4	Rivers and riverside corridors	DM26 Flood Risk and Water Management
OS1	Open space standards	DM30 Protecting and Providing for Open Space, Sports and Recreational Buildings and Land

OS1.1	Open space standards	DM30 Protecting and Providing for Open Space, Sports and Recreational Buildings and Land
OS1.2	Open space standards	DM30 Protecting and Providing for Open Space, Sports and Recreational Buildings and Land
OS1.4	Protection of open space	DM30 Protecting and Providing for Open Space, Sports and Recreational Buildings and Land
OS1.5	Protection of open space	DM30 Protecting and Providing for Open Space, Sports and Recreational Buildings and Land
OS1.6 (in part)	Protection of open space	DM30 Protecting and Providing for Open Space, Sports and Recreational Buildings and Land
GB2.1	Re-use of buildings	DM31 Green Belt Development
GB2.2	Re-use of buildings	DM31 Green Belt Development
GB2.3	Housing	DM31 Green Belt Development
GB2.4	Industry and commerce	DM31 Green Belt Development
NC1.1	Protection of recognised sites	DM29 Protecting and Enhancing Geodiversity, Biodiversity and Habitats
NC1.2	Protection of recognised sites	DM29 Protecting and Enhancing Geodiversity, Biodiversity and Habitats
NC1.3 (in part)	Protection of recognised sites	DM29 Protecting and Enhancing Geodiversity, Biodiversity and Habitats
NC1.4	Local nature reserves	DM29 Protecting and Enhancing Geodiversity, Biodiversity and Habitats
NC1.5	Protection of wildlife corridors	DM29 Protecting and Enhancing Geodiversity, Biodiversity and Habitats
NC1.6	Protection of wildlife corridors	DM29 Protecting and Enhancing Geodiversity, Biodiversity and Habitats
NC1.7	Requirements on development	DM29 Protecting and Enhancing Geodiversity, Biodiversity and Habitats
C3.1	Conservation Areas	DM15 Conservation of Heritage Assets
C4.2	Preservation of archaeological remains	DM17 Preservation of Archaeological Remains and Archaeological Work

C4.3	Preservation of archaeological remains	DM17 Preservation of Archaeological Remains and Archaeological Work
MIN1	Mineral Extraction	DM32 Minerals Extraction and Reclamation
MIN2	Mineral Extraction	DM32 Minerals Extraction and Reclamation
MIN8	Unstable land	DM24 Environmental and Health Impacts of Development
POL6	Contaminated land	DM24 Environmental and Health Impacts of Development
POL12	Hazardous development	DM24 Environmental and Health Impacts of Development
POL13	Airport public safety zone	DM25 Aircraft Safety
T1.7 (in part)	Public transport	DM11 Public Transport
T2	Traffic Management	DM14 Mitigation and Highway Management
T2.1	Citywide Management	DM13 Road Hierarchy
T4.5	Parking - Control over development	DM12 Parking and Servicing
T5.3	Cycling	DM10 Pedestrian and Cycle Movement
T7.1	Transport Infrastructure - Control over development	DM14 Mitigation and Highway Management
T7.2	Transport Infrastructure - Control over development	DM14 Mitigation and Highway Management

Saved WRAAP Policies	Policy Subject	Superseded by DAP
HP1 (in part)	Programme of new housing	DM5 Housing Sites
HP2 (in part)	Housing development potential	DM5 Housing Sites
ED1	Land within industrial area – southern part	DM1 Employment Sites
EP2 (in part)	Open spaces	DM30 Protecting and Providing for Open Space and Sports and Recreational Buildings
EP5	Biodiversity	DM29 Protecting and Enhancing Geodiversity, Biodiversity and Habitats

Saved BSAAP Policies	Policy Subject	Superseded by DAP
SP1	Spatial strategy	DM1 Employment Sites, DM2 Protection of Employment Sites, DM3 District and Local Centres, DM5 Housing Sites, DM9 Campus for Ageing and Vitality (CAV) site, DM10 Pedestrian and Cycle Movement, DM30 Protecting and Providing for Open Space, Sports and Recreational Buildings and Land
H1	Housing provision and distribution	DM5 Housing Sites
EE2 (in part)	Economic growth	DM1 Employment Sites
EC2	Local Nature Conservation sites	DM29 Protecting and Enhancing Geodiversity, Biodiversity and Habitats
AC1	The street hierarchy	DM13 Road Hierarchy
KS4	Newcastle General Hospital Site	DM9 Campus for Ageing and Vitality (CAV) Site

Newcastle Local Plan Policies not taken forward

The table below indicates the following saved policies from the Newcastle Unitary Development Plan (UDP) (Saved 2012), Walker Riverside Area Action Plan (WRAAP) (Saved 2012) and Benwell Scotswood Area Action Plan (BSAAP) (Saved 2012) which will be deleted.

Saved Policies (UDP, WRAAP, BSAAP)	Policy Subject
ED1.1 (in part)	Land for economic development
ED2.2 (in part)	Development of the City Centre
ED3.1 (in part)	Retention and regeneration of industry and business areas
ED3.2 (in part)	Retention and regeneration of industry and business areas
ED4	Retention and regeneration of industry and business areas
ED4.1 (in part)	Retention and regeneration of industry and business areas
ED5	Training for employment
H1.1 (in part)	Housing Development
H3	Protection of large, traditional, good quality dwellings
R1.2	Shopping Centres
SD2.1	Increasing local environmental resources

SD2.2	Increasing local environmental resources
EN2.1	The appearance of the city
EN2.2	The appearance of the city
EN2.3	The appearance of the city
EN3.4	Community Woodlands
OS1.6 (in part)	Protection of open space
OS2	Recreational route network
OS2.2 (in part)	Recreational route network
OS2.3	Recreational route network
OS4	Recreation in Gosforth Park
NC1.3 (in part)	Protection of recognised sites
C2	Conservation of Heritage Assets
C2.1	Listed Buildings
C2.2	Listed Buildings
C4	Archaeology
C4.1	Archaeology
C4.4	Preservation of archaeological remains
C4.5	Preservation of archaeological remains
MIN3	Opencast coal mining
MIN4	Opencast coal mining
MIN5	Opencast coal mining
MIN6	Opencast coal mining
MIN7	Opencast coal mining
POL7	Noise and vibration
POL8	Noise and vibration
POL9	Aircraft noise
POL11	Railway and Metro Noise
T1.7 (in part)	Public Transport
T4.1	Parking Management
T4.6	Parking - Control over development
T5.4	Cycling
T6.1	Improvements to the strategic highway network
T6.2	Improvements to the strategic highway network
T7.3	Transport Infrastructure - Northern Development Area
T7.4	Transport Infrastructure - Northern Development Area
T7.5	Transport Infrastructure - Northern Development Area
T7.14	Transport Infrastructure - Northern Development Area
T7.19	Transport Infrastructure – Newcastle International Airport
T7.21	The trunk road network – A1 Western Bypass
T7.22	The trunk road network – A1 Western Bypass

T7.23	The trunk road network – A696 Woolsington Bypass
IM6	Planning obligations and developer contributions
HP1 (in part)	Programme of new housing
HP2 (in part)	Housing development potential
HP5	Housing improvements
HP6	Provision for the needs of relocated households
ED2	Land within industrial area – northern part
EP2	Open Spaces
EP3	Meeting local open space needs
EP4	Riverside Park
TP1	Hadrian's Way improvements
TP2	Green Corridor improvements
TP3	Cycling Improvements
TP5	Parking within new development
LC2	Community Focus Area
LC3	Community Focus Primary Area
LC4	The Lightfoot Centre
LC5	Church Walk Local Centre
LC6	Church Walk Primary School
EE1	School provision
EE2 (in part)	Economic growth
EE3	Mixed use development
EE4	Securing training and development opportunities
SS2	New retail development
SS3	Convenience store
SS4	Location and distribution of community facilities
EC1	Achieve a balanced approach to open space
EC5	Developing culture and heritage
AC2	Public transport
AC3	Walking and cycling
AC4	Paradise Bridge
KS1	Scotswood Development Area
KS2	Former Westgate Community College site
KS3	District Heart
KS5	Reopening Benwell Dene

Appendix 8 - Employment Marketing Guidance

Policy DM2 seeks to prevent the loss of allocated employment sites for B1, B2 and B8 uses. It provides the criteria against which a change of use to an alternative use would be assessed. This Appendix sets out what an applicant needs to provide in order for the Local Planning Authority to make an assessment of a change of use application. Early engagement with the council is also recommended.

To address the criteria in the Policy DM2 Protection of Employment Sites, the following should be submitted and demonstrated:

i. How has the property or site been marketed?

This should include:

- Contact information should be posted on the property/site in the form of an advertising board, in a prominent place where it is clearly visible from the street
- The property/site should be registered with at least one property agent who normally deals in commercial property (a Commercial Property Agent rather than Residential Estate Agent).
- Property details (particulars) should be produced outlining type of property/site, address, size, location, description, services, planning/current use, terms, leasehold rent or freehold sale price, viewing arrangements. These details should be available to enquirers on request and be submitted as supporting information with planning applications.
- Planning applications should be submitted with a summary of marketing responses. This should include:
 - Number/type of enquiries received
 - Number of viewings
 - Number, type/proposed uses and value of offers
 - Reasons for refusal of an offer
- Has the property or site been marketed for alternative employment use or redevelopment, in terms of use and size of units?
- The marketing of properties should consider current relevant permitted development rights for changes of use between B Use Classes.
- A feasibility study and financial appraisal is needed to demonstrate that redevelopment of the premises/site for employment use is not viable.

ii. What price has it been offered at?

This should be commensurate with the current market price for similar commercial premises/sites, bearing in mind the following:

- The type of premises in question (B1, B2, B8, etc), the standard of accommodation (age, state of repair, facilities on offer, etc)
- The location
- Where premises are marketed for lease, the length of the lease should not be unduly restrictive. Details of the lease terms should be included in the marketing report.
- Where inquiries have been limited the marketing report should explain how proactive measures have been undertaken to refresh the campaign.

iii. How long has it been marketed for?

- The site should be marketed continuously and actively for a period of 2 years.
- Where a building is in poor condition marketing should be for redevelopment for B Class Use where possible.

For applications that would lead to the loss of allocated employment property/site, it would need to be clearly demonstrated that there is no demand for an employment use on the property/site in question. Active marketing together with appropriate advertisement is needed to fully demonstrate that there is no reasonable prospect of the property/site coming forward for its protected use.

Appendix 9 - Monitoring Framework

Introduction

Monitoring is a fundamental element of delivering an effective plan-led system and the objectives set out in Newcastle's Local Plan. As part of this, a framework must be in place to measure and determine the effectiveness of the Local Plan and when necessary set out actions and interventions required to ensure the policies in the Local Plan are appropriate.

The Core Strategy and Urban Core Plan (CSUCP) contains a monitoring framework which was prepared jointly with Newcastle City Council and Gateshead Council to monitor the policies of the CSUCP, the Strategic Objectives and Sustainability Objectives (established within the Sustainability Appraisal). The CSUCP monitoring framework contains 52 indicators to monitor the extent to which the Local Plan policies are being achieved.

The CSUCP indicators provide an effective basis for assessing a broad range of issues and it is considered that many of the issues raised within DAP policies can be appropriately monitored using indicators already established within the CSUCP. Additional indicators, however, have been developed to monitor some DAP policies where necessary. These additional indicators have been set out in the DAP Monitoring Framework, which comprises Table 1 and 2.

- Table 1 sets out the trigger points and the potential remedial actions that will be taken into account when reviewing policies in the Local Plan.
- Table 2 sets out indicators which monitor specific DAP policies which are not capable of being monitored through the CSUCP monitoring framework.

The DAP indicators will be used alongside the indicators already established in the CSUCP monitoring framework. The indicators reflect the need to balance achieving effective monitoring of policy with appropriate sources of data and use of resources. Over time the indicators may need to be revised to respond to changes in the availability of information and in response to any new requirements over the plan period.

The Approach to Monitoring

Continuing monitoring is essential to ensure the policies of Newcastle's Local Plan are effective. The DAP Monitoring Framework and its indicators have been prepared to align with the CSUCP monitoring framework, which similarly includes a table comprising trigger points and remedial actions as well as a table setting out the monitoring targets.

There are a range of indicators set out in both the CSUCP and DAP monitoring frameworks, comprising indicators which are quantitative, or statistical in nature, outlining key data which relates to the policy, particularly those which propose, or aim to manage, additional development. However, not all policies can be monitored in numeric terms and there are indicators which are qualitative in nature, where a contextual or narrative update is necessary to measure the impact of the policy, and others are monitored through the granting or refusal of planning permission indicating how the policy is performing. Monitoring can also be based on other criteria including measuring of the Housing Delivery Test, five-year supply of housing sites as well as developer contributions.

Some indicators are suitable for frequent monitoring, for instance, where data is published annually, while others are reported on less frequently due to the nature of the data and the methods of collection. It is important that evidence reports are regularly updated, a process integrated with the wider implementation and monitoring of the Local Plan. The evidence includes the Housing and Economic Land Availability Assessment (HELAA) and Employment Land Review (ELR), which provide the context to underpin the policies relating to housing and employment land allocations.

Each year, as part of the monitoring process, the council prepares an Authority Monitoring Report (AMR). The AMR provides an update on the monitoring indicators and reports on the progress and implementation of the policies in Newcastle's Local Plan. The AMR and relevant evidence base reports provides an appropriate and flexible approach to monitoring over the plan period.

Effectiveness of Local Plan Monitoring

Monitoring Indicators can provide evidence to determine whether policies are effective. Policies can divert from their intended objectives in the course of monitoring over a period of time, these unintended consequences are the 'triggers'.

Each monitoring indicator in the CSUCP and DAP include examples of the 'triggers' which may require action to address failings in implementation of delivery and, where applicable, examples of potential actions which could be used to try and rectify these issues.

The council will monitor triggers over a period of time and take into account overall how well the Local Plan's policies and strategic objectives are being met and achieved using a range of the monitoring indicators, this will generally be undertaken on a five-year cycle to coincide with the review of the Plan itself.

The need to review specific policies, consider alternative strategies or take other appropriate action will be based on several factors, including taking account of information on the likely future delivery, e.g. information from the planning customer feedback report, discussions with developers on the implementation of schemes as well as discussions with internal officers. For policies which allocate or designate sites, the review of Local Plan policies required by National Policy, provides an appropriate opportunity to provide an update on any relevant development proposals.

Although not an exhaustive list, the council through using some of these measures will determine the significance of the triggers and the extent to which if any are not performing as initially envisaged or intended or the delivery of policies is limited, the council will use the monitoring framework to consider the most appropriate measures and actions required to be taken.

To support the implementation and monitoring process, a report will be prepared for the council's Cabinet annually; this will provide an update on the performance of the Local Plan policies and proposals, when compared against the targets.

The indicators outlined in the CSUCP and DAP Monitoring Frameworks, together are considered to be an effective strategy for monitoring the implementation of the Local Plan, objectives, policies and allocations.

Table 1: Trigger Points and Potential Remedial Actions

DAP Policy	DM1 - Employment Sites	
Monitored by framework number	CSUCP	8, 9
	DAP	1, 2
Trigger for Remedial Action	<ul style="list-style-type: none"> Evidence of an increased and sustained demand for employment land (review over a 3 year period a significant and sustained increase in employment land take-up) Supply of available employment land falls below the target set out in the CSUCP 	
Potential Remedial Action	<ul style="list-style-type: none"> Review the availability of employment land through the HELAA/ELR Potential review of the Plan 	

DAP Policy	DM2 - Protection of Employment Sites	
Monitored by framework number	CSUCP	8, 9
	DAP	1, 2
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant and sustained loss of employment land to non-employment uses 	
Potential Remedial Action	<ul style="list-style-type: none"> Review of employment area boundaries Potential review of the Plan Assessment of additional support needed to assist employment sites 	

DAP Policy	DM3 - District and Local Centres	
Monitored by framework number	CSUCP	10, 11
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant decline in the performance of centres, (viability and vitality) Retail developments not in keeping with the retail hierarchy 	
Potential Remedial Action	<ul style="list-style-type: none"> Assessment of additional support and initiatives needed to encourage vitality of centres Update evidence base and potential review of the retail hierarchy Identification of reasons for development being approved that is not in keeping with the retail hierarchy 	

DAP Policy	DM4 - Retail and Leisure Impact Assessment	
Monitored by framework number	CSUCP	10, 11
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant number of retail and leisure developments that are not in keeping with the retail hierarchy 	
Potential Remedial Action	<ul style="list-style-type: none"> Identification of reasons for development being approved that is not in keeping with the retail hierarchy 	

DAP Policy	DM5 - Housing Sites	
Monitored by framework number	CSUCP	18, 19
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> 5% under delivery on Newcastle upon Tyne's housing requirements over the previous 3 years (as defined by the Government's Housing Delivery Test Measurement Rule Book), published by the Government, and/or delivery of housing is significantly and persistently below the target set out in the Core Strategy Policy CS10 Persistently unable to demonstrate a five-year supply of deliverable housing sites Range and choice of new homes built not meeting identified need 	
Potential Remedial Action	<ul style="list-style-type: none"> Potential update of the Plan, exploring alternative housing site allocations Review the council's housing delivery programme to address quantity/type of accommodation 	

DAP Policy	DM6 - Accessible and Adaptable Housing	
Monitored by framework number	CSUCP	-
	DAP	5
Trigger for Remedial Action	<ul style="list-style-type: none"> Provision of accessible and adaptable housing is significantly below the target set out in DM6 	
Potential Remedial Action	<ul style="list-style-type: none"> Identification of reasons for under-provision of accessible and adaptable housing 	

DAP Policy	DM7 - Space Standards	
Monitored by framework number	CSUCP	-
	DAP	6
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant proportion of new housing fails to meet NDSS, or successive standards 	
Potential Remedial Action	<ul style="list-style-type: none"> Identify and address reasons for failure of new housing to meet NDSS, or successive standards 	

DAP Policy	DM8 - Specialist Residential Accommodation	
Monitored by framework number	CSUCP	-
	DAP	7
Trigger for Remedial Action	<ul style="list-style-type: none"> Consistent and significant shortfall in the delivery of specialist housing to meet the requirements set out in DM8 	
Potential Remedial Action	<ul style="list-style-type: none"> Review evidence base with regard to housing need Identification of reasons for inadequate choice of specialist residential accommodation 	

DAP Policy	DM9 - Campus for Ageing and Vitality (CAV) Site	
Monitored by framework number	CSUCP	-
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> No approved site masterplan Failure to implement approved site masterplan 	
Potential Remedial Action	<ul style="list-style-type: none"> Identification of reasons for under-delivery and targeted action to address Review masterplan requirements and relevance of the policy 	

DAP Policy	DM10 - Pedestrian and Cycle Movement	
Monitored by framework number	CSUCP	22
	DAP	9
Trigger for Remedial Action	<ul style="list-style-type: none"> No delivery of improvements to the pedestrian and cycle network 	
Potential Remedial Action	<ul style="list-style-type: none"> Identification of reasons for under-delivery and targeted action to address 	

DAP Policy	DM11 - Public Transport	
Monitored by framework number	CSUCP	21, 26
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant decrease in levels of public transport patronage 	
Potential Remedial Action	<ul style="list-style-type: none"> Identify reasons for decrease in the use of public transport Identification of reason for unsustainable travel patterns e.g. development is not focused around locations with high levels of public transport accessibility 	

DAP Policy	DM12 - Parking and Servicing	
Monitored by framework number	CSUCP	-
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant number of applications approved contrary to policy 	
Potential Remedial Action	<ul style="list-style-type: none"> Identification of reasons for under performance Identify potential interventions and initiatives to address issues 	

DAP Policy	DM13 - Road Hierarchy	
Monitored by framework number	CSUCP	23
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant number of applications approved contrary to policy 	
Potential Remedial Action	<ul style="list-style-type: none"> Identify why the policy's requirements have not been adhered to Review the policy's requirements 	

DAP Policy	DM14 - Mitigation and Highway Management	
Monitored by framework number	CSUCP	-
	DAP	10
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant number of applications approved contrary to policy 	
Potential Remedial Action	<ul style="list-style-type: none"> Identify why the policy's requirements have not been adhered to Review the policy's requirements 	

DAP Policy	DM15 - Conservation of Heritage Assets	
Monitored by framework number	CSUCP	33
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> • Significant increase in the loss of, or damage to, heritage assets • Increased assets identified as being 'at risk' • Lack of progress in updating character appraisals and/or management plans 	
Potential Remedial Action	<ul style="list-style-type: none"> • Identify and address reasons for increase in damage to, or loss of heritage assets • Potential review of the policy's requirements in the context of other requirements placed upon new development 	

DAP Policy	DM16 - Conservation and Enhancement of the Setting of Heritage Assets	
Monitored by framework number	CSUCP	33
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> • Inappropriate development affecting the setting of heritage assets 	
Potential Remedial Action	<ul style="list-style-type: none"> • Identify and address reasons for negative impact on the setting of heritage assets 	

DAP Policy	DM17 - Preservation of Archaeological Remains and Archaeological Work	
Monitored by framework number	CSUCP	33
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> • Significant loss of, or deterioration of heritage significance of archaeological heritage 	
Potential Remedial Action	<ul style="list-style-type: none"> • Identify and address reasons for increase in damage to, or loss of heritage or archaeological assets 	

DAP Policy	DM18 - Building Recording	
Monitored by framework number	CSUCP	-
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> • Failure to appropriately record works to a heritage asset 	
Potential Remedial Action	<ul style="list-style-type: none"> • Review the policy's requirements 	

DAP Policy	DM19 - Battlefield of Newburn Ford 1640	
Monitored by framework number	CSUCP	-
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> Inappropriate development affecting the designation of the Battlefield of Newburn Ford 	
Potential Remedial Action	<ul style="list-style-type: none"> Identify why the policy's requirements have not been adhered to Review the policy requirements 	

DAP Policy	DM20 - Design	
Monitored by framework number	CSUCP	32
	DAP	11
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant number of applications approved contrary to policy 	
Potential Remedial Action	<ul style="list-style-type: none"> Review combination of policy requirements and whether revisions could improve the quality of new development 	

DAP Policy	DM21 - Shopfronts and Signage	
Monitored by framework number	CSUCP	-
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant number of applications approved contrary to policy 	
Potential Remedial Action	<ul style="list-style-type: none"> Identify why the policy's requirements have not been adhered to Review the policy's requirements 	

DAP Policy	DM22 - Temporary Shroud Adverts	
Monitored by framework number	CSUCP	-
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant number of applications approved contrary to policy 	
Potential Remedial Action	<ul style="list-style-type: none"> Identify why the policy's requirements have not been adhered to Review the policy's requirements 	

DAP Policy	DM23 - Residential Amenity	
Monitored by framework number	CSUCP	32
	DAP	12
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant number of appeals allowed on residential amenity grounds 	
Potential Remedial Action	<ul style="list-style-type: none"> Review criterion of the policy 	

DAP Policy	DM24 - Environmental and Health Impacts of Development	
Monitored by framework number	CSUCP	31, 35
	DAP	13
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant decline in air quality Significant number of new developments generate an unacceptable level of noise, vibration or overheating arising from the development Evidence of development causing significant contamination, odours or light pollution 	
Potential Remedial Action	<ul style="list-style-type: none"> Identify the extent to which the planning process can address issues 	

DAP Policy	DM25 - Aircraft Safety	
Monitored by framework number	CSUCP	-
	DAP	14
Trigger for Remedial Action	<ul style="list-style-type: none"> Inappropriate development affecting the operational integrity of the airport 	
Potential Remedial Action	<ul style="list-style-type: none"> Review objectives of the policy in partnership with key external stakeholders (Airport, Military of Defence (MOD) and National Air Traffic Services (NATS)) 	

DAP Policy	DM26 - Flood Risk and Water Management	
Monitored by framework number	CSUCP	39, 40, 41, 44
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant number of applications granted contrary to Environment Agency and Lead Local Flood Authority advice Significant number of new developments at risk from flooding as indicated by the SFRA Significant numbers of new developments do not incorporate SUDs 	
Potential Remedial Action	<ul style="list-style-type: none"> Identification of reasons for under-performance / under-delivery Review objectives and requirements of the policy 	

DAP Policy	DM27 - Protecting and Enhancing Green Infrastructure	
Monitored by framework number	CSUCP	42
	DAP	15
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant loss of green infrastructure assets Significant number of applications approved contrary to policy 	
Potential Remedial Action	<ul style="list-style-type: none"> Identification of reason for under-performance Identify potential interventions and initiatives to address issues, e.g. access funding to deliver improvements to green infrastructure assets Consider review of the requirements of this policy and other policies where they prevent effective implementation of this policy 	

DAP Policy	DM28 - Trees and Landscaping	
Monitored by framework number	CSUCP	42
	DAP	16
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant reduction in the number of trees, landscape features and/or woodland as a result of development 	
Potential Remedial Action	<ul style="list-style-type: none"> Identification of reason for under-performance Identify potential interventions and initiatives to address issues Consider review of the requirements of this policy and other policies where they prevent effective implementation of this policy 	

DAP Policy	DM29 – Protecting and Enhancing Geodiversity, Biodiversity and Habitats	
Monitored by framework number	CSUCP	42
	DAP	17
Trigger for Remedial Action	<ul style="list-style-type: none"> • Significant adverse impacts on areas of ecological and geological importance • Significant number of applications approved contrary to policy 	
Potential Remedial Action	<ul style="list-style-type: none"> • Identification of reason for under-performance • Identify potential interventions and initiatives to address issues • Consider review of the requirements of this policy and other policies where they prevent effective implementation of this policy 	

DAP Policy	DM30 – Protecting and Providing for Open Space, Sports and Recreational Buildings and Land	
Monitored by framework number	CSUCP	43, 45
	DAP	18
Trigger for Remedial Action	<ul style="list-style-type: none"> • Significant loss of existing open space to development • Significant reduction in quality of existing open space • Accessibility to open space is significantly reduced, (in accordance with the Open Space Access Standards set out in the policy) • Failure to provide open space on a significant number of developments where it would be appropriate to do so 	
Potential Remedial Action	<ul style="list-style-type: none"> • Identification of reason for under-performance • Identify potential interventions and initiatives to address issues • Review the thresholds and standards of the policy 	

DAP Policy	DM31 - Green Belt Development	
Monitored by framework number	CSUCP	-
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> • Significant number of applications approved contrary to policy 	
Potential Remedial Action	<ul style="list-style-type: none"> • Identification of reason for under-performance • Consider review of the requirements of this policy 	

DAP Policy	DM32 - Minerals Extraction and Reclamation	
Monitored by framework number	CSUCP	48
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant number of applications approved contrary to policy Loss of supporting minerals infrastructure 	
Potential Remedial Action	<ul style="list-style-type: none"> Review objectives of the policy in partnership with key external stakeholders 	

DAP Policy	DM33 - Area of Search	
Monitored by framework number	CSUCP	-
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> No progress in delivery of policy 	
Potential Remedial Action	<ul style="list-style-type: none"> Review the relevance of the policy 	

DAP Policy	DM34 - Recycling and Refuse Storage Provision	
Monitored by framework number	CSUCP	-
	DAP	-
Trigger for Remedial Action	<ul style="list-style-type: none"> Major developments approved without a Refuse Management Strategy 	
Potential Remedial Action	<ul style="list-style-type: none"> Identify reasons for lack of implementation 	

DAP Policy	DM35 - Telecommunications and Digital Infrastructure	
Monitored by framework number	CSUCP	-
	DAP	20
Trigger for Remedial Action	<ul style="list-style-type: none"> Significant number of applications approved contrary to policy 	
Potential Remedial Action	<ul style="list-style-type: none"> Identify reasons for lack of implementation Explore opportunities to address issues, including funding 	

Table 2: DAP Monitoring Framework Indicators and Targets

Ref	Topic area	To Monitor	Monitoring Framework (data collection)	Source	Target	Target date	Monitors (policies)	Objectives	
								Plan	SA
1	Economic Prosperity	Employment Sites	Take-up of land (ha) for employment uses, by location	Local authority planning	Monitor the land taken-up for employment uses	By 2030: assess annually	DM1	2, 3	6, 10, 11
2		Employment land supply	Supply of employment land that could be developed within the next five years, by location	Local authority planning	Minimum supply of 26ha (net) of employment land able to be developed within the next five years	Throughout the plan period	DM1	2, 3	6, 10, 11
3	Homes	Accessible and Adaptable Housing	Number of housing (units) that are required to be built to the accessible and adaptable standard M4(2)	Local authority planning	25% of all new housing, on housing developments of 10 or more	Throughout the plan period	DM6	6, 10	1, 2, 4
4		Space Standards	Number of housing (units) that meet or exceed NDSS (or equivalent successive standards), as a proportion of total approved housing	Local authority planning	All new housing to be built in accordance with NDSS or equivalent successor standards, as a minimum	Throughout the plan period	DM7	6, 10	1, 2, 4

Ref	Topic area	To Monitor	Monitoring Framework (data collection)	Source	Target	Target date	Monitors (policies)	Objectives	
								Plan	SA
5	Homes	Specialist Residential Accommodation	Number of units and bed spaces provided as specialist and supported accommodation	Local authority, Fairer Housing Unit	Increase provision of specialist and supported accommodation	Throughout the plan period	DM8	6, 10	1, 2, 4
6		Self-Build and Custom House-building	Number of individuals and groups on the Self-build and Custom Housebuilding Register	Local authority, Fairer Housing Unit	Provision to meet identified need	Throughout the plan period	N/A	N/A	N/A
7	Transport and Accessibility	Pedestrian and Cycle Movement	<ul style="list-style-type: none"> Amount of newly created Public Rights of Way (PROW) in Km Amount of newly created cycle routes (miles/km) Number of pedestrian and cyclist accidents 	Local authority, transport development	<ul style="list-style-type: none"> Increase provision of PROW and Cycle routes Monitor pedestrian and cyclist accidents 	Throughout the plan period	DM10	7, 8, 10, 11	4, 7
8		Mitigation and Highway Management	Number of planning applications granted with planning conditions requiring the completion of highway works before occupation and/or submission of details of adoptable streets.	Local authority, transport development	Minimise inappropriate development on highway management grounds	Throughout the plan period	DM14	7	N/A

Ref	Topic area	To Monitor	Monitoring Framework (data collection)	Source	Target	Target date	Monitors (policies)	Objectives	
								Plan	SA
9	People and Place	Design	Number of planning applications refused on design grounds	Local authority planning	Minimise inappropriate development on design grounds	Throughout the plan period	DM20	5, 9, 10, 11	5, 7
10		Residential Amenity	Number of planning applications refused on amenity grounds	Local authority planning	Minimise inappropriate development on residential amenity grounds	Throughout the plan period	DM23	9, 10	N/A
11		Environmental and Health Impacts of Development	Number of applications granted contrary to council advice on the grounds of air quality, pollution, noise, contaminated land that cannot be mitigated	Local authority planning	Minimise adverse impacts of development on environment and health	Throughout the plan period	DM24	9, 11	4, 7, 8, 9
12		Aircraft Safety	<ul style="list-style-type: none"> • Number of planning approvals in public safety zones • Number of applications approved contrary to statutory advice 	Local authority planning	<ul style="list-style-type: none"> • Minimise development in public safety zones • Minimise development contrary to statutory advice 	Throughout the plan period	DM25	9	4, 9

Ref	Topic area	To Monitor	Monitoring Framework (data collection)	Source	Target	Target date	Monitors (policies)	Objectives	
								Plan	SA
13	People and Place	Protecting and Enhancing Green Infrastructure	<ul style="list-style-type: none"> Amount of habitat secured and improved Number of planning approvals contrary to ecology advice 	Local authority planning	Improve Green Infrastructure	Throughout the plan period	DM27	9, 10, 11, 12	4, 7, 8, 9
14		Trees and Landscaping	<ul style="list-style-type: none"> Number of new trees, landscaping and woodland as a result of development Loss of trees, landscaping and woodland as a result of development 	Local authority planning	Maintain and/or increase the number of trees, landscaping and woodland	Throughout the plan period	DM28	9, 11, 12	4, 7, 8, 9
15		Protecting and Enhancing Geodiversity, Biodiversity and Habitats	<ul style="list-style-type: none"> Amount of habitat secured and improved Number of planning approvals contrary to ecology advice 	Local authority planning	<ul style="list-style-type: none"> Maintain or improve biodiversity and habitats Minimise development approved contrary to advice 	Throughout the plan period	DM29	9, 12	4, 7, 8, 9

Ref	Topic area	To Monitor	Monitoring Framework (data collection)	Source	Target	Target date	Monitors (policies)	Objectives	
								Plan	SA
16	People and Place	Protecting and Providing for Open Space, and Sports and Recreational Buildings and Land	Amount of open space, and sports and recreational buildings and land created, improved and lost to development	Local authority planning, leisure services	<ul style="list-style-type: none"> Minimise the loss of open space, and sports and recreational buildings and land Maintain or improve open space, and sports and recreational buildings 	Throughout the plan period	DM30	9, 10, 12	4, 7, 8, 9
17	Infrastructure and Delivery	Telecommunications and Digital Infrastructure	Number of homes (units) with superfast and ultrafast broadband access	Ofcom	Increase provision of superfast and ultrafast broadband access	Throughout the plan period	DM35	9	10

