

## ADDENDUM

### Item No: 5.4

**Application No:** 18/00104/OUT Author: Julie Lawson  
Date valid: 23 January 2018 ☎: 0191 643 6337  
Target decision date: 24 April 2018 Ward: Killingworth

Application type: outline planning application

**Location: Land East Of 9 Laurel End Forest Hall NEWCASTLE UPON TYNE**

**Proposal: Outline application for the residential development of 25 dwellings with associated roads, parking, landscaping, drainage and open space (with all matters reserved) (Flood Risk Assessment 16.05.18) (AMENDED INDICATIVE LAYOUT JULY 2018) (additional noise & air quality information 22.08.18)**

Applicant: Banks Property Ltd, Inkerman House St Johns Road Meadowfield Durham County Durham DH7 8XL

Agent: Banks Property Ltd, FAO Mr Justin Hancock Inkerman House St Johns Road Meadowfield Durham County Durham DH7 8XL

**RECOMMENDATION:** Minded to grant legal agreement req.

The applicant has submitted comments in respect of some of the proposed conditions:

Condition 7 – there are two condition 7s. We suggest that you do not need the one which is specifically about a wheel wash since this is covered by the generic site management condition.

Condition 25 – we can develop the housing without loss of trees or hedgerow but the frontage hedge will need to be removed when the road is widened for the big scheme. Perhaps the condition should say “other than where required as part of widening of Great Lime Road”.

Condition 37 – requires development to be served by adoptable estate roads. It is common practice now to have some adoptable streets but some houses accessed from private roads which enables the builder to reduce road specifications and hence the costs of development. I suggest that the “the development shall be served by means of adoptable estate roads unless where private roads are agreed with the Local Authority”

Condition 38: We would agree that the design for the link road should be agreed prior to commencement but it is not necessary for the road to be implemented before development is occupied. We suggest that a temporary access *could* be built which could be amended where necessary when the road is constructed. At present we simply do not know when the Spine Road is going to be constructed.

Condition 40 - we think this condition is unnecessary. There will be pedestrian and cycle links associated with the spine road. Other than that there will be pavements in the scheme which would be approved as part of the reserved matters.

Condition 43 – we would ask that the 2x four-weekly travel passes are made available “on request” because in the experience of builders some houses only have one person and some do not have any need of a travel pass.

**The Highways Network Manager has commented on the applicant’s comments as follows:**

Condition 7 – agreed to amend

Condition 37 – agreed to amend

Condition 38 - agreed to amend

Condition 40 - This condition will cover other pedestrian & cycle links other than the main estate road and should be included.

Condition 43 – agreed to amend

**Conditions are amended as follows in agreement with the applicant:**

Condition 6 amended as follows to reflect deletion of condition 7 (relating to wheel wash):

Notwithstanding Condition 1, no development shall commence until a Construction Method Statement for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall: identify the access to the site for all site operatives (including those delivering materials) and visitors, provide for the parking of vehicles of site operatives and visitors; details of the site compound for the storage of plant (silos etc) and materials used in constructing the development; provide a scheme indicating the route for heavy construction vehicles to and from the site; a turning area within the site for delivery vehicles; dust suppression scheme (such measures shall include wheel washing facilities and mechanical sweepers to prevent mud and debris onto the public highway, and any other wheel cleaning solutions and dust suppressions measures considered appropriate to the size of the

development). The scheme must include a site plan illustrating the location of facilities and any alternative locations during all stages of development and the maintenance/phasing programme. If the agreed measures are not operational then no vehicles shall exit the development site onto the public highway. The approved statement shall be implemented and complied with during and for the life of the works associated with the development.

Reason: This information is required pre development to ensure that the site set up does not impact on highway safety, pedestrian safety, retained trees (where necessary) and residential amenity having regard to policies DM5.19 and DM7.4 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

**Condition 25:**

All existing hedgerows and trees within and adjacent to the site other than where required as part of widening of Great Lime Road will be retained and protected during the course of any works on site. Details of protection measures shall be submitted to the Local Authority for approval prior to development commencing.

Reason: This information is required pre commencement in the interests of amenity and to ensure a satisfactory standard of landscaping having regard to policy DM5.9 of the North Tyneside Local Plan (2017).

**Condition 37:**

Details of any adoptable estate roads shall be submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until the estate roads which provide access to it from the existing highway have been laid out in accordance with the details to be approved pursuant to condition 2.

Reason: In order to minimise danger, obstruction and inconvenience to users of the highways and of the development having regard to policy DM 7.4 of the North Tyneside Unitary Development Plan 2002.

**Condition 38:**

No development shall commence until a detailed design of the proposed Killingworth Moor link road between the junction of Great Lime Road and the northern boundary of the site within the hatched land on drawing HJB/3834/22a has been submitted to and approved in writing by the Local Planning Authority. The housing development shall not take place other than in accordance with the approved scheme or in a form in which vehicular access into the site is compatible with the approved scheme and there shall be no development which encroaches on any of the land required for the Killingworth Moor link road where it abuts the housing site.

Reason: This is required prior to the commencement of the development in the interests of highway safety having regard to Policy DM 7.4 of the North Tyneside Local Plan 2017.

Condition 43:

Prior to the occupation of any dwelling details of a Travel Plan taking into account the new development shall be submitted to and approved in writing by the Local Planning Authority. As part of the Travel Plan, the developer will offer, in writing two four-weekly Network One All Zone travel passes per dwelling and provide details of resident responses and take up rates to the Local Planning Authority. It will include an undertaking to conduct travel surveys to monitor whether or not the Travel Plan targets are being met.

Reason: In the interests of sustainable transport and to accord with Central Government and Council Policy concerning sustainable transport.

**Correction to report:**

**Paragraph 10.7 of report refers to single storey dwellings. This should read:**

1.07 This proposal seeks outline planning permission for 25 dwellings.

In addition, **the Conclusion** should reference the following two items that are also required under the S106:

- **Road improvements to Great Lime Road: £80,000**
- **Pedestrian cycle links: £12,987**