



North Tyneside Council

North Tyneside Local Development Framework

Weetslade Development Brief – March 2007

Supplementary Planning Document

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1.0 FOREWORD

In 2001 North Tyneside Council commissioned a team of consultants, lead by White Young Green environmental consultants, to prepare a first draft of the Weetslade Development Brief, with additional contributions from The Environment Practice [Ecology], Casella Science and Environment Ltd [Landscape], GL Hearn Planning [Planning], and Ryder [Design].

Much of the work undertaken by the Consultants remains both accurate and relevant and has therefore been carried forward and incorporated into this Development Brief. Notwithstanding this, the Council has reviewed the work undertaken in order to comply with the requirement to submit the document to Sustainability Appraisal (SA) and to achieve a comprehensive and thorough Supplementary Planning Document (SPD).

2.0 INTRODUCTION

Land at Weetslade, north of the A1056 (Sandy Lane) at Gosforth Park, is allocated in the North Tyneside Unitary Development Plan (UDP) as a major employment location. The purpose of this brief is to provide comprehensive guidance for the development of this allocated employment land including the former Weetslade Colliery Site and adjacent farmland north of Sandy Lane. The brief will provide the key land use and design principles that future developers should follow and will take into account a wide range of issues including environmental mitigation and improvements and highway improvements and access. Once adopted as a SPD, it will bridge the gap between the adopted Unitary Development Plan and future planning applications by providing a more detailed policy context than set out in the UDP. The development brief has been prepared in accordance with Government policy and regulations set out in PPS12 - Local Development Frameworks (2004) and associated Town and Country Planning (Local Development) (England) Regulations 2004.

Supplementary Planning Documents are used to provide further detail to policies and proposals contained in a Development Plan Document. These documents can demonstrate through illustrations, text and practical examples how proposals can be taken forward. Supplementary Planning Documents can include design guides, site development briefs, issue or thematic-based documents. However, they must not be used to allocate land or contain policies that should be subject to independent examination.

Under the Planning and Compulsory Purchase Act 2004, Sustainability Appraisal (SA) is mandatory for Development Plan Documents and Supplementary Planning Documents. The purpose of the Sustainability Process is to appraise the social, environmental, and economic effects of the policies and proposals of these new planning documents. In accordance with Planning Regulations this Draft Development Brief SPD has been subject to a SA, the details of which are set out in a separate SA Planning Document.

3.0 OBJECTIVES OF THE BRIEF

The Council will encourage development of the employment site to take place in such a way as to put into practice the principles of sustainable development, including environmental protection and enhancement, as embodied in the policies of the UDP. Development of the site must, as stated in the UDP, be in accordance with this Brief.

The Brief has been prepared to assist the promotion, funding and implementation of elements necessary to facilitate the phased comprehensive development and upgrading of the employment site. In order for this to be achieved the brief considers the opportunities and implications of developing both those areas of undeveloped land as well as the existing employment uses located within the employment area. The time scale for the implementation of the proposals depends on a number of events, most notably the construction of the new Sandy Lane Bypass.

The brief does not prescribe the detailed form of plot layout and building design and thereby allows a degree of flexibility for the pursuit of innovation, high quality design and prospective end user's requirements, to maximise the range of employment opportunities to be accommodated within the site.

Whilst this Brief deals with the development of the employment site only, the sites relationship with the Weetslade Country Park, existing ecological features and habitats, and the employment uses will be a major factor in the determination of planning applications.

The Primary Objective of this Brief is therefore:

To promote the comprehensive development of the Weetslade Employment Site, in accordance with the policy framework established in the North Tyneside Unitary Development Plan, paying particular attention to the significant ecological and environmental qualities of the area, and to highway and access issues.

A number of secondary objectives have also been established. They are: -

- To reclaim the former colliery site and to reutilise the land in part for employment uses in the most appropriate and cost effective way, whilst safeguarding existing businesses as far as possible.
- To facilitate the earliest possible construction of the A1056 link road in a way, which facilitates the development of the site.
- To protect, and where possible, enhance the established ecological and environmental resources of the locality.
- To establish a comprehensive framework of indigenous planting to act as a wildlife habitat and natural screen to development.
- To encourage public access to and recreation within the wider area.
- To promote the practical application of sustainable ideas and technology.

4.0 SITE INFORMATION

The site, of around 40ha overall, lies within gently undulating countryside just to the north of the Tyneside conurbation (Refer to Fig. 1 and 2). To the south is Gosforth Park, containing woodlands, a race-course and golf courses. In other directions lies generally open farmland and a number of residential settlements. The site itself is partly reclaimed, partly agricultural, and includes a range of small business premises. To the north is the Weetslade Country Park, recently reclaimed from a large waste heap associated with the former colliery and to the south further business premises along the A1056 Sandy Lane. Sandy Lane connects the main north-south routes of the A1(T) to the west and the A189 and A19 to the east. Some bus services run along Sandy Lane and regionally significant east-west recreational footpath/cycle routes lie to the north of the site.

Electricity, gas, water, sewerage, and phone services are present within or near the site. Surface water drainage is towards the north-west into a tributary of the Seaton Burn.

Geologically the site consists of glacial deposits above coal measures including some deep coal seams. The site is set in close proximity to SNCI's (Sites of Nature Conservation Interest) and the Gosforth Park SSSI (Site of Special Scientific Interest (see fig.5)). Derelict parts of the site include spoil and made ground which have been subject to reclamation.

The majority of the land covered by the Weetslade Development Brief is owned by One North East, North Tyneside Council and a local farmer, with the remainder being owned by a number of business interests.

Further details of the existing characteristics of the site and surrounding area are set out in Appendix 1.

5.0 POLICY CONTEXT

5.1 Background

North Tyneside Council is embarking on the replacement of its Unitary Development Plan (adopted March 2002) with a new Local Development Framework (LDF) as required by the Planning and Compulsory Purchase Act 2004. The LDF will include a series of Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) which will be prepared in stages as set out in the Council's Local Development Scheme (LDS).

The LDS (July 2006) sets out a programme for the preparation of all documents included within the Local Development Framework for North Tyneside Council. One such Supplementary Planning Document (SPD) is the 'Weetslade Development Brief' which aims to promote the comprehensive development of the Weetslade Employment Site, in accordance with the policy framework established in the North Tyneside Unitary Development Plan. The LDS states that the Weetslade SPD will formally be adopted by March 2007.

The SPD is directly linked to the adopted Unitary Development Plan (Extract from UDP Proposals Map shown in Fig. 3) and will fulfill the requirements of Policies LE1/1 and LE1/2 which state:

LE1/1 the local planning authority will seek to ensure that major sites allocated for class B1 (business) B2 (general industrial) and B8 (storage and distribution) purposes in the following locations are brought into use during the period of the plan: (1) Weetslade (30 ha).....

In the case of site (1) development shall not commence until a development brief has been submitted to and agreed by the local planning authority, to include in particular access arrangements, highway improvements and environmental safeguards including the preservation and enhancement of the strategic wildlife corridor.

LE1/2 A Planning Brief taking into account the provisions of policy LE1/7 will be prepared for the development of each major site allocated under policy LE1/1. Where such a brief exists and save for development authorised under the terms of the new Tyne Riverside Enterprise Zone scheme, permission will be subject to conformity with that brief. Approval will be limited to use classes B1(business), B2 (general industry) and B8 (storage or distribution) except that: (i) uses proposed within the current class B2 which were included in classes B4 to B7 of the town and country planning (use classes) order 1987 (bad neighbour uses) will not be permitted; and (ii) proposals for directly related services and amenities will be acceptable where their size and nature are designed primarily to serve employees of these major sites.

UDP supporting text elaborates on the policy base and explains that in designating the Weetslade site for employment use, the Local Planning Authority intends to maximise the benefits of the location. It is ideally suited to those uses requiring easy access to the principal highway network and in the case of Weetslade is particularly appropriate for storage and distribution uses.

Additional relevant planning policies are contained in the North Tyneside UDP and for the Newcastle area to the south, in the Newcastle City UDP [Fig 4].

Development of the site must be carried out in accordance with the UDP including policies to protect existing sites of nature conservation importance that aim to protect and enhance the strategic Gosforth/Cramlington wildlife corridor.

The UDP also proposes the construction of a bypass for Sandy Lane (Northern Gateway) across the site, the reclamation of the former colliery into general open space and housing to the west at Wideopen. All three of these proposals have now resulted in the submission of formal planning applications, with formal consents having been granted for the Sandy Lane Bypass (which has yet to be implemented) and the Country Park (which has now been substantially completed). A decision is currently awaited on a planning application for the development of housing west of the Weetslade study area. The future development of the site must take account of these proposals and associated ecological works; most notably the bypass which will provide access to the designated employment land.

The design and layout of the site must avoid any visual harm to surrounding areas of Green Belt, and adjacent areas of high landscape value (Gosforth Park). Landscaping should be designed for maximum ecological benefit.

Access to and within the site by public transport, foot, and cycle must be provided.

Further details of planning policies and proposals are contained in Appendix 2.

5.2 Conclusion

The policies are intended to bring reclaimed land back into positive use and to benefit the landscape and ecological value of the wider area. The location of the employment site within a wildlife corridor and surrounded by Green Belt (Fig. 3 and 5) gives the site a unique and important role to enhance and capitalise on these assets. Adopting a holistic approach to development, considering the site in its context, will assist the overall policy objectives of sustainability and biodiversity.

To reflect these objectives the developable area of the site referred to in the UDP [Policy LE1/1[1]] is indicated to be approx. 30ha, only three quarters of the overall area allocated on the UDP Proposals Map. This reflects the importance that is placed on protecting and enhancing the environmental and ecological qualities of both the immediate and wider locality [see Fig. 5]

6.0 DEVELOPMENT REQUIREMENTS

6.1 Development Framework And Preferred Uses

The designated employment land is to be divided into three development areas (See Fig.6), The two largest, situated north of the approved Sandy Lane bypass, are to be treated as “clearings” set in a strong landscape framework of planting belts. Within the north eastern development area existing employment uses exist (the Autoparc site and the Weetslade Depot) which will require consideration both in terms of their impact on the implementation of the Sandy Lane bypass and on the internal road network. The development of this north eastern sector can include redevelopment and/or restructuring of existing uses. Plot layout guidance within the brief is therefore intended to encourage and support such upgrading.

The third smaller development area, which is currently in use for parking and temporary car sales, is situated south of the proposed bypass. It is envisaged that this area, which is currently occupied by ‘Murray Hogg’ and ‘Carshock’ can be redeveloped more intensively as part of the overall scheme.

The planting belts will provide substantial woodland habitat forming both north-south and east-west wildlife links connecting with other habitats in the vicinity. They will assist the assimilation of the development within the wider landscape including Gosforth Park, and integrate with landscaping proposed along the line of the bypass, on the western and eastern boundaries of the development and within the Country Park to the north. The planting belts will also help mitigate the visual impact of the development as well as any noise and light emanating from the site.

Road access to the northern development areas is to be from the Sandy Lane bypass via estate roads. Access to the southern development area and adjoining existing employment land will be via Sandy Lane, which will be connected to the bypass by two link roads. It is expected that the site will be capable of accommodating a range business enterprises, particularly those engaged in storage and distribution. General industrial uses with relatively low employee numbers will, however, also be appropriate.

6.2 Highway Access And Road Layout

The access road serving the two northern development areas shall be in the form of a single curving estate road with an additional “arm” serving the north-eastern part of the site (See Fig.6 and 8). This arrangement will give clarity to the development providing access to all plots arranged on either side. In order to provide a circulatory system for emergency access and public transport, the estate road will have two junctions, in the form of roundabouts, with the Sandy Lane bypass. It is envisaged that the estate road will also include two roundabouts to enable turning. Bus stops must be provided at appropriate locations.

The southern development area can be accessed either via the existing estate road from the west, or once the bypass is in use direct from the bypassed section of Sandy Lane.

Whilst the future development of the southern development area may not be directly dependant on the construction of the Sandy Lane bypass or link roads, the implications of additional traffic movements on to the existing Sandy Lane prior to the completion of the bypass will represent a material planning consideration, which could result in the refusal of a planning application.

The Sandy Lane bypass will be in the form of a dual carriageway, with speeds being restricted to 40mph.

Great Lime Road on the eastern edge of the site links the A189/A1056 roundabout to the south east of the site with the village of Dudley to the north. It presently provides access to the Country Park car park and to the existing employment premises within the north eastern development area. The alignment of this road and the limited carriageway width in places means however that it is not suitable for taking any significant increases in traffic. Consequently new development within the northern development areas will not be permitted to obtain access from Great Lime Road and it will be important to prevent access to the development site through the Country Park access.

In addition, once the estate roads are constructed within the north eastern development area it will be possible to close the existing access onto Great Lime Road. Therefore redevelopment of the existing employment uses here will then be dependant on road access being obtained exclusively through the new estate road network.

Direct access from development plots onto the Sandy Lane by-pass will not be permitted.

The design standards for the new road will be those set out in the Department of Transport Design Manual for Road and Bridges, whilst construction standards will be those detailed in the Manual of Contract Documents for Highway Works. The new bypass and estate roads will be provided with road lighting, which must take account the location of the site in relation to aircraft approaches to Newcastle Airport and should also minimise any detrimental impact on nocturnal wildlife movements.

Depending on the nature and scale of the development proposed the planning application required will need to be accompanied by a transportation assessment, which will include consideration of the impact of additional traffic on the wider road network and whether any measures will need to be taken in response to these impacts. Depending on the outcome of this assessment the use of appropriate planning obligations may be required to address off-site needs.

6.3 Provision For Non-Motorised Traffic

Both the estate road serving that part of the site north of the bypass and the link roads south to the existing Sandy Lane; shall be followed by footpaths and cycleways, which may be combined if appropriate. These footpaths and cycleways will thus serve the various development plots and in the case of footpaths, connect to bus stops. No footpaths or cycleways shall be provided within the proposed landscaping belts to avoid disturbance to wildlife.

A route designed principally to accommodate the needs of recreational pedestrians, cyclists and horse riders will be provided linking the employment site with existing recreational routes to the north and south of the development site (See Fig. 6 and 8). This recreation link shall be set within landscaped corridors accommodating ornamental structure planting and should incorporate appropriate crime prevention design solutions capable of creating a safe access route without compromising the environmental sensitivity of the setting.

Pedestrians and cyclists will be able to cross the Sandy Lane bypass at points adjacent to the roundabouts, where vehicle speeds are slower. Footways and cycle ways will be located adjacent to the new bypass with additional routes to and from the settlements via the Reivers Route to the north of the site or the existing Sandy Lane to the south, and connecting footpaths, cycleways, or bridleways.

There should be no motor vehicle access between the Country Park and the employment site. This should be achieved by suitable physical barriers south of and parallel to the wagonway route (e.g. deep ditch, low single-bar fence, or bollards where connections are made to pedestrian or cycle routes in the employment site).

6.4 Development And Plot Layout

Within the northern development areas the curving estate road with its associated landscaping will provide a green structure, which breaks down long views but gives individual developments their own presence in relation to the road. It also will create varying plot depths, with plot widths remaining undefined, allowing flexibility of plot size to suit the requirements of each end user.

The type of planting associated with the internal distributor road and within individual development plots, should adopt a more conventional 'low level' ornamental approach compared with the structural planting since considerations of security and visibility are of great importance in this context.

The relationship between the curving estate road and the varying plot depths shown on the Indicative Plot Design (Fig.9) allows for the creation of ornamental tree and shrub planting around each unit. This will partially screen parking areas and prevents over long vistas down the estate road. Such tree and shrub planting will create views and provide a foil to proposed buildings. Sight lines below tree canopy level and above the shrub planting to ensure high levels of safety and security should be incorporated.

The principal entrance elevation of each unit should face the estate road, thereby creating a presence and promoting good visibility and identification of each unit.

The Indicative Plot Design (Fig.9) identifies two different sized units arranged with parking at the front of each unit and servicing to the rear. Dedicated parking areas to the front ensure visibility both from the principal entrance elevation of each unit and from the estate road, thereby promoting good natural surveillance and security of parking areas. Dedicated cycle parking facilities should be incorporated with appropriate security measures. Parking provision should conform to the current car and cycle parking standards stated in the UDP.

In frontage parking areas where more than one row of parking is required should be separated by tree and shrub planting contained in a landscape strip at least 1.8m wide to allow for successful long-term establishment. The introduction of landscape features within parking areas will break up the impact of hard standing, further reduce the impact of the overall development and create an attractive approach to the entrance of each unit.

Service areas to the rear of each unit will be screened by structure planting to the rear and by the units themselves, effectively concealing what can be unsightly areas from view. Service areas to the rear of the units along the northern boundary of the site should

be at least 20m deep to reduce the potential impact of the units themselves on the recreation corridor within the Country Park.

To allow freer movement of wildlife, perimeter security fencing should not be sited along the external boundaries of the development areas, or around the structural planting, but instead be confined to service and storage areas associated with individual development plots. Such fencing should be reinforced by tree, shrub or hedge planting following ecological guidelines wherever possible. If individual plot owners require definition of the full extent of the land owned, any fences should be of such a type as to allow movement of wildlife.

Landscaping may also form part of the mitigation measures to reduce environmental pollution from noise arising from particular development plots.

6.5 Design Of Buildings

The height of buildings will depend on prospective end user's requirements. However, units should generally be no more than ten metres high at the eaves [external wall height]. This limitation, combined with a low pitch roof, should ensure that units are of relatively low level, minimising impact on the surrounding landscape. Any plant and machinery should also be sited and restricted in height to minimise visual impact.

Given the proposed landform of the adjacent Country Park, which will provide vantage points looking over the employment site, special consideration should be given to roof cladding materials. Where practicable the use of 'Green' (grass) and 'brown' (gravel) roof covering materials should be used; where this is not possible darker recessive colours, such as blues or greys, to reduce the prominence of units in long distance views should be used. Wall cladding colours can be lighter, allowing units to be prominent in middle and short distance views, ensuring appropriate presence and visibility for each unit.

6.6 Sustainable Development

Development proposals should observe and employ modern standards of energy efficiency and sustainability. Proposals should therefore reflect the guidance within both Regional Planning Guidance and especially the submission draft Regional Spatial Strategy for the North East in respect of sustainable construction and especially sustainable energy use.

6.7 Landscaping details

The width of structure planting, the planting mix and alignment with adjacent habitats are important factors in encouraging mammal and bird species movement in this part of the strategic wildlife corridor and all planting shall reinforce the objectives set out in the North Tyneside Biodiversity Action Plan.

The north - south structural planting belt/wildlife link within the site should be at least 40 and up to 90 metres wide. Planting within this belt should include the following characteristics:

- Native tree and shrub species planted as woodland with understorey.
- Internal structure to include open wildflower / grassland clearings, linear 'rides', and native woodland edge flora.
- Planting layout to avoid 'grid' formation, but instead be formed of mosaics of small single-species groups, which are sensitively designed to blend into the next block.

- Continuity of blocks with road corridor planting along Sandy Lane and the by-pass, and with site boundary planting (north, east and west).
- Allow open access for mammal species passing through the Weetslade site boundaries (north and south).

Planting along the east and west site boundaries should have a minimum width of 20m, and incorporate the same characteristics as set out above for the structural planting belts. In particular, the western boundary planting, north of the by-pass, should be planned to integrate with established hedgerows along the neighbouring field boundary.

Along the Northern boundary of the development site, considerable screening works comprising structure planting and mounding have already received planning approval and are being implemented as part of the Country Park development. The landscaped mounding will when mature provide a 40m deep wildlife link running east – west through the Country Park, and will screen the employment site from the recreation corridor immediately to the north. To date the structure planting provided as part of the Country Park development has yet to fully mature and as a result the full impact of the screening has yet to be fully assessed. The Planning Authority may therefore require supplementary planting along the northern perimeter of the development site, should detailed development proposals necessitate additional screening.

To the south of the development site a 20 - 30m structural planting belt has already received planning approval as part of the Northern Gateway road proposal. This consists of a range of native tree and shrub planting south of the Sandy Lane By-Pass. A further 10m wide belt of shrub planting will be also provided along the northern boundary of the Sandy Lane By-Pass. However, supplementary planting along the southern perimeter of the development site and north of the Sandy Lane by-pass may be required, should detailed development proposals necessitate additional screening.

The design of planting should minimise the risk to aircraft from bird strikes, but it is not expected that consequent constraints on planting will seriously compromise habitat creation objectives. Landscaping design should:

- avoid the creation of habitats attractive to potentially hazardous bird species, e.g. limiting new wetlands to narrow linear features;
- limit bird food sources by excluding berry-bearing tree species e.g. rowan from planting schemes.

Specific guidance on landscape design issues for the Weetslade site has been obtained from Newcastle Airport Limited. Further consultation with the Airport Authority will be beneficial during detailed landscape design to confirm the continued acceptability of proposals.

Details of acceptable species mixes are set out in the indicative plant lists in Appendix 3.

6.8 Infrastructure Requirements

Electricity

Guidance originating from the consultants initial draft brief states that sub-stations may be required at larger individual units within the employment site, depending upon user

demands. Other smaller units will be served at low voltage from Northern Electric substations located at strategic points within the development site. It may be necessary for improvements to be made to the primary supply.

Foul Drainage

Guidance originating from the consultants initial draft brief states that Northumbrian Water Ltd has confirmed that foul water from the development may be connected into the existing foul water system manholes along the north of the existing Sandy Lane Industrial Estate or at any connecting manhole downstream of these connections into the existing south to north combined sewer.

Surface Water Drainage and Flood Risk

The general topography of the site dictates a gravity system draining surface water to the northwest boundary of the site. Much of the site can be drained to, reed beds already constructed as part of the Country Park development. Other arrangements may be required for other (eastern) parts of the site. In either case it is anticipated that the development of individual plots should avoid impermeable hard surfaces and incorporate a sustainable urban drainage system to minimise existing and future flooding to people and property down stream of the site. The nature and extent of appropriate attenuation measures will emerge from developers' own flood risk assessments (FRA), which may be required as part of the planning application process.

6.9 Off Site Considerations

In order to improve the continuity of north-south wildlife corridors, certain off site works should accompany development of the site.

First, underpasses beneath the Sandy Lane bypass suitable for wildlife will be provided to allow animals leaving Gosforth Park estate via gaps in the estate wall to move safely northwards. The location and specification of these two underpasses has been established in the approved Sandy Lane Bypass planning application. Notwithstanding this it is proposed as part of this draft development brief that the position of the central underpass be adjusted to align with the central strategic wildlife corridor and associated structure planting.

Secondly, following completion of the bypass, the downgrading of Sandy Lane will assist the north-south migration of wildlife. Whilst the presence of the Gosforth Park Estate wall does and will continue to present a barrier to north south mammal movements; meetings with local environmental groups have established that existing gaps adequately facilitate essential wildlife links.

Thirdly, appropriate habitat creation should in time result from the establishment of the Weetslade Country Park to the north of the employment site.

7.0 IMPLEMENTATION

Detailed implementation of the site will depend on ownership, finance, access, and the practicalities of the reclamation and construction process. Some of these factors remain to be determined through the statutory planning application process and all of them are subject to change in any case. Notwithstanding this development should be phased in a logical sequence with a scatter of development on individual plots across the whole site avoided.

7.1 Phasing

Northern Development Areas

The northern part of the employment site is subdivided by the central strategic planting/wildlife corridor into two distinct development areas (See Fig. 6 and 8). The western site provides the largest area of land available for new development while the eastern development area represents a more constrained site for new development due to the existing land uses at the Weetslade Depot and the premises of Autoparc.

The first new plot to be developed in either of the northern development areas is likely to be for the partial relocation of the 'Autoparc' car sales business, in the north eastern area, as a large part of their existing site is required for the construction of the Sandy Lane bypass. Land to the west of their existing site and north of the bypass line has been purchased by the Council in anticipation of this development. This land has subsequently been leased back to Autoparcs subject to terms and conditions, which secures the release of land for the development of the bypass, whilst safeguarding the Autoparcs business operation. A further consequence is that the Council are required to compensate Autoparcs for losses incurred as a result of the bypass development whilst maintaining a new access directly from the new bypass.

The subsequent phases of development are likely to commence with the northwestern development area; the final phase being the development of new plots within the northeastern development area west of Great Lime Road. The structural planting through and around the site will be expected to take place in conjunction with the development of the site as it occurs. However, as guidance the following sequence of phases is envisaged:

Phase 1:

- Preparatory land assembly to permit implementation of works within the site and of associated works outside the site. Remaining necessary consents, including planning permissions to be obtained.

Phase 2:

- Reclamation of derelict and contaminated land, employing best practice procedures. (See Environment Agency guidance on land contamination: CLR 11 Report)
- Provision of main/initial infrastructure.
- Relocation of Autoparc in anticipation of Sandy Lane Bypass construction.
- Construction of the Sandy Lane bypass and associated landscaping, junctions with the site, and links with the existing Sandy Lane.
- Establishment of central structural landscaping/wildlife corridor through the site from the Country Park across the by pass and the existing Sandy Lane to Gosforth Park.
- Other off site infrastructure works, including main and surface water drainage.

Phase 3

- Commence establishment of structural landscaping/planting belts around the northern development areas in tandem with expected programme for development.
- Construction of internal distribution road facilitating access to individual plots within the northwestern development area.
- Construction of remaining infrastructure and utilities to individual plot boundaries.

Phase 4:

- Development of individual plots within the northwestern development area as required.

Phase 5:

- Complete establishment of structural landscaping/planting belts around the site in tandem with expected programme for development of northeastern development area.
- Construction of eastern access road and remaining infrastructure and utilities to individual plot boundaries.
- Development of individual plots within the northeastern development area as required.

Southern Development Area

The implementation of the southern development area may not be dependant on the construction of the bypass, as it is already served by the existing industrial estate highway infrastructure. Any future development proposals for this area, prior to the completion of the bypass, will however be subject to highway impact considerations, which depending on generated traffic flows could result in the refusal of a planning application.

The re-development of the southern area is unlikely to have a material effect on the effectiveness of the strategic north/south wildlife corridor. Therefore the development of this area need not be phased or linked to road or structure planting proposals and can be implemented independently of the phased northern development areas.

7.2 Land Assembly

It is envisaged that ONE NorthEast, will implement the early phases of the development, which will be linked to commencement of works on the Bypass.

At the same time the other owners of the employment land should work closely with ONE NorthEast and the Council to bring forward the co-ordinated development of further phases.

North Tyneside Council has ownership and/or controls the residual land required for the Sandy Lane by-pass and associated works.

7.3 Ecology

The area is known to provide habitat for species including otters, badgers and Great Crested Newts all of which are protected under European Legislation. Development phasing and construction methods will need to safeguard all legally protected flora and fauna that are known to occur in the area. Developers are advised therefore that licenses are required for the carrying out of works, affecting protected species, under separate non-planning legislation. These licenses are required prior to the commencement of development and can be obtained from Defra (www.defra.gov.uk)

7.4 Cultural Heritage

Developers will need to be aware of the potential presence of industrial archaeological remains within the site, and in particular of the historic significance of Weetslade Colliery Pit Head Baths, located within the Weetslade Depot, and the Brunton and Shields Railway, which are both listed on the Tyne and Wear Historic Environment records. Developers will therefore be required to assess the impact of their development on archaeology and where necessary carry out a field evaluation, which may lead to the need to preserve or record remains. In respect of the Pit Head Baths, should any more than minor alterations be proposed then the developer will be required to justify any harm to the archaeological interest of the buildings and carry out a programme of archaeological works to record the features to be lost. This Brief does not propose demolition of the Baths, which may be capable of accommodation into the wider development.

7.5 Development Of Individual Plots

Developers of individual plots will be required to provide and fund internal roads, services from connections to junction boxes, and governor stations or T-Junctions in conjunction with the utility provider. The construction of site infrastructure should facilitate this requirement.

In certain circumstances (e.g. unusual or extra requirements), developers may also be required to contribute to the provision of primary supply of services.

Developers costs will not only involve construction costs but also include the reimbursement of local authority expenses associated with the vetting and supervision of works to be adopted under a Section 38 Agreement through the payment of a standard adoption fees, or appropriate fees for a Section 278 Agreement where works are to be carried out on a 'live' highway.

7.6 Landscaping - Implementation

The main structure planting other than along the by pass and adjacent to Great Lime Road will be undertaken as part of the overall site infrastructure. It will be procured by ONE NorthEast or by other developers involved in provision of site infrastructure. It is expected that such planting will take place at an early stage of the development to ensure that the framework for landscape, wildlife corridor enhancement and noise mitigation is established reasonably in advance of plot development. There are known to be invasive non-native plant species within the area of the proposed development, which will require eradication as part of the construction and landscaping process.

Landscaping of plot perimeters and within plots will be provided by developers of these individual plots in accordance with this brief. Full details of such landscaping, including timing of habitat establishment and methods of working should be set out in submissions made pursuant to applications for planning consent.

7.7 Future Management: Public Transport

In order to reduce reliance on the use of the private motor vehicle for journeys to work, it is envisaged that the developers of the individual units will be required to prepare and implement a Green Travel Plan as part of an overall green travel approach for the

employment site as a whole. This requirement will emerge through the statutory planning application process.

7.8 Future Management: Landscape

Proposals for the development of the site should be supported by a comprehensive Landscape Management Plan to form the basis of all maintenance and management regimes on the site. All routine maintenance and management regimes for planting should be designed to maximise biodiversity. However, the two different types of planting proposed will require different approaches.

Structural planting and planting in the wildlife links through the employment site should be designed and managed to develop the ecological benefit of these areas to the maximum commensurate with aircraft safety. In order to reduce the risk of aircraft striking birds, vegetation types, vegetation heights, and wetlands should all be managed to control bird occurrence.

Ornamental planting within the developed areas should be maintained to achieve the following objectives:

- provide a good quality landscape setting for the development at all times;
- maintain a high standard of plant care to ensure plant welfare;
- ensure good visibility adjacent to footpaths/entrances at all times to aid security;
- use ecologically sound methods wherever possible.

Once established, it is envisaged that the future maintenance of the structure planting and wildlife planting belts throughout the employment site will be funded through contributions from individual developers on a pro-rata basis to a management scheme. Should One NorthEast retain control of any part of the site, it is intended that maintenance of structure planting and planting belts there will be organised through One North East and funded through a charge included in land rental.

Maintenance of landscape planting within individual plot perimeters will be the sole responsibility of the plot owners and will be subject to a maintenance agreement as part of the planning approval.

7.9 Future Management: Infrastructure

It is expected that all roads and all foul drainage outside individual plots will be adopted following construction. The future management of these elements of the development will therefore be the responsibility of the adopting authorities. It may be necessary however, for the future ownership and management of surface water drainage, where this does not lie within adopted highways, to remain with the developers of the site or agents appointed by them.

7.10 Training And Employment

North Tyneside Council encourages positive recruitment and training practices that focus on the promotion of opportunities to disadvantaged members of local communities. The construction and future occupation of the Weetslade development site provides an opportunity for developers and contractors to demonstrate, through their recruitment and training practices, their commitment to local social cohesion and inclusion.

APPENDIX 1

SITE DESCRIPTION

Contents

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- 1.1 Geology**
- 1.2 Ecology**
- 1.3 Transport Links**
- 1.4 Open space and recreation**
- 1.5 Utilities**
- 1.6 Ownership**
- 1.7 Existing planning consents**

1.0 Location And General Description

The Weetslade employment site lies some 7.5km to the north of Newcastle City Centre on the fringes of the Tyneside conurbation. The general topography of the wider area is one of gently undulating countryside.

The settlements of Brunswick, Hazlerigg and Wide Open lie either side of the A1[T] to the west. Wide Open forms the nearest built up area in this direction, separated from the western site boundary by open countryside.

The site is bounded to the north by a former wagon way, beyond which lies the Weetslade Country Park. The settlements of Seaton Burn and Dudley lie further north beyond open agricultural fields, within which lie the farmstead of High Weetslade and the wetland area associated with the Seaton Burn watercourse.

The B1319 Great Lime Road forms the eastern boundary of the site. Further to the east beyond a narrow belt of agricultural land [traversed north-south by the main East Coast railway line in cutting and the A189 road on embankment] are the settlements of Burradon, Camperdown, and Killingworth.

To the south is an established industrial estate fronting Sandy Lane [A1056]. Occupiers include a motor vehicle testing station, a haulage company, a caravan showroom and a motor vehicle dealership. To the southeast is a liquefied petroleum gas storage facility, a terrace of residential dwellings and an additional motor vehicle dealership. The site has a frontage directly on to Sandy Lane. South of Sandy Lane is High Gosforth Park, a significant area of open space of high ecological value containing extensive tree cover and including a golf course and Newcastle Race Course. A 1.8 metre high stone wall forms much of the boundary of Gosforth Park adjacent to Sandy Lane.

The designated employment site itself exceeds 40ha overall. It includes agricultural land and reclaimed land previously occupied by the former colliery. The former coal yard in the southeast part of the site is currently occupied by the 'Autoparc' second hand car dealership, which is currently operating with a temporary planning permission.

1.1 Geology

Much of the site is covered by a layer of made ground of varying thickness, which overlies mainly cohesive glacial deposits and bedrock deposits of the Westphalian Coal Measures. A number of coal seams are present beneath the site. Some evidence of shallow mine working and deeper coal seams have been found. No voids have been encountered at depth within the coal seams. The fields within the site have limited soil cover above glacial deposits, with no contamination.

1.2 Ecology

The Weetslade site is located within an area that contains a number of sites of varying nature conservation importance. Some of these sites are in Gosforth Park, within Newcastle City Council's administrative area.

A nationally important site [SSSI] lies within Gosforth Park and includes the lake (1500m S).

Regionally important sites in the area around the site are Seaton Burn Ponds (700m N), Seaton Burn Hall Woods (c.1500m N), Gosforth Park Woods (directly S) and Sacred Heart Pond (900m SW). Sites of local nature conservation interest in the vicinity include Matts Bank Plantation (600m SW) and Sacred Heart Fen (400m W).

1.3 Transport Links

The site is well located in relation to the strategic highway network. Sandy Lane immediately to the south of the site provides an east-west link between the major north-south routes of the A1 [T], the A19 [linking the A1 with Sunderland and Teesside] and the A189 [Tyneside to south east Northumberland]

Apart from recreational paths and cycleways, which are dealt with separately, routes for pedestrians and cyclists in the vicinity of the site are limited to conventional roads and adjacent footways.

Sandy Lane is served by a bus service that runs to an hourly timetable and links up with the Tyne and Wear Metro station at Four Lane Ends. The Metro from there gives easy access to other parts of North Tyneside and other parts of Tyne and Wear. Direct access to southeast Northumberland and Newcastle is possible by using bus services from Wide Open.

Newcastle Airport is situated around 5 km to the west, and is easily accessible by road, by Metro and by bus services from Newcastle. The main flight path of Newcastle Airport crosses the northwest corner of North Tyneside around 1km to the north of the site.

1.4 Open Space And Recreation

The Development Area is located immediately adjacent to the Weetslade Country Park. This 60-hectare site, which includes the redundant Weetslade Colliery pit heap, was transformed into a wildlife area and community green space with a new pedestrian and cycle route. This route is part of the 'Reivers Route', and links Tynemouth to Whitehaven. As well as constituting a significant feature in a regional context, it provides an important local facility linking Wideopen and Burradon and connecting with other rights of way towards Dudley.

Immediately to the south of the site is the 'Gosforth Park' open area which accommodates two golf courses and the City's only horse racing course.

1.5 Utilities

Electricity

Guidance originating from the Consultant's initial draft brief states that the regional electricity company records indicate 20 kV overhead lines crossing the site from east to west, entering the site boundary south of the former mineral railway and serving the existing industrial buildings on Sandy Lane. The 20 kV overhead line drops below ground level and runs to serve a pole mounted sub-station located at the former pithead. A further overhead line enters the site via the former colliery entrance at Great Lime Road and serves the sub-station at the former pit head as well as a sub-station at the former coal depot. Both overhead and underground low voltage cables are present at the south

end of the site on, or adjacent to Sandy Lane. (Baseline data relating to utilities will be formally reviewed as part of the statutory consultation process).

Gas

Guidance originating from the Consultant's initial draft brief states that Transco reported that there are no high-pressure pipelines or distribution gas mains within the site. There is however, an underground high-pressure gas main running west to east, located south of Sandy Lane, which borders the southern end of the site. (Baseline data relating to utilities will be formally reviewed as part of the statutory consultation process).

Telecommunications

Drawings supplied by British Telecom, as part of the Consultant's draft brief, indicate underground lines bordering the southern end of the site, adjacent to or below Sandy Lane, with a combination of underground and overhead lines serving the existing industrial development on Sandy Lane. Additionally, there is an underground line from High Weetslade, which enters the east end of the site from Great Lime Road, which is believed to have served the former colliery. (Baseline data relating to utilities will be formally reviewed as part of the statutory consultation process).

Water

Record drawings supplied by Northumbrian Water, as part of the Consultant's draft brief, indicate that there are no water mains crossing the site, although there are a number of mains bordering the southern part of the site, on and adjacent to, Sandy Lane. Additionally, a number of service pipes enter the site to serve the existing industrial development. (Baseline data relating to utilities will be formally reviewed as part of the statutory consultation process).

Drainage (General)

Guidance originating from the consultants initial draft brief states that a combined sewer crossing the west end of the proposed site from south to north, picking up a foul main from the existing industrial development on Sandy Lane, with an overflow into an adjacent watercourse on the western border of the site. Additionally, a surface water drain crossing the southern part of the site discharges into the same outlet to the west.

Watercourses to the west of the site lead into the Seaton Burn, which runs eastwards through Dudley. It should be noted that the Seaton Burn is designated as a flood plain Zone 2 and 3 and therefore represents a potential flood risk.

1.6 Ownership

Much of the land (both colliery and adjacent farmland) was originally owned by Coal Estates, the property arm of British Coal and subsequently transferred to other parties from 1970 onwards. Most of the previous operating colliery land was transferred to English Partnerships, who were given the responsibility for facilitating the reclamation of the former colliery site under the National Coalfields Programme. One NorthEast now act as Agents for English Partnerships.

Part of the site adjacent to Sandy Lane is owned by an adjacent haulage business. Towards the east end of the site the former coal distribution depot is owned by a private developer, and the remaining colliery buildings by one of the occupying businesses.

North Tyneside Council now owns other parcels of land along the intended line of the Sandy Lane bypass.

The farmland within the site forms part of a larger agricultural holding based at High Weetslade Farm, which extends further to the north and west.

1.7 Relevant Planning Consents

For the purposes of this document, planning consents are only of relevance where they may lead to changes to the site not apparent on the ground, i.e. where they are temporary and therefore the present use may cease.

Temporary planning consents have been granted on two plots within the site with access direct from the existing Sandy Lane. These are at the former coal depot towards the southeast corner of the site [Autoparcs Ltd, planning permission ref: 05/00228/FUL for car sales] and between the existing Sandy Lane Industrial Estate and Mac Gas [Carshock, planning permission ref: 05/03312/FUL for car storage]. Both permissions were granted on a temporary basis so as not to prejudice implementation of the Weetslade employment site and the Sandy Lane bypass.

In addition temporary planning permissions have been granted for vehicle recovery related uses at the Weetslade Depot.

APPENDIX 2

POLICY CONTEXT AND OTHER MAJOR PROPOSALS NEARBY

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2.0 General

The primary policy context for this brief is the North Tyneside Unitary Development Plan (UDP) adopted in March 2002, which it is designed to supplement. The UDP was prepared within the context of national and regional planning guidance. It is therefore not necessary to refer directly to such guidance here. However it should be noted that national and regional planning guidance, particularly where this post dates the UDP, is a material consideration in determination of planning applications for development.

It should also be noted that land immediately south of Sandy Lane lies within the area of Newcastle City (See Fig. 1). Where the development of the site may affect areas within the City boundary this brief therefore also takes into account policies set out in the Newcastle City UDP. This was adopted in 1998.

Parts of the proposals maps of both the North Tyneside UDP and the Newcastle City UDP are included as Figures 3 and 4 Planning Context.

The North Tyneside UDP contains proposals and policies that relate specifically to the Weetslade site and the surrounding area, which are summarised below. However the UDP has to be considered as a whole and many other policies are also relevant.

References in the following text to the 'UDP' are to the North Tyneside UDP where reference is made to the Newcastle City UDP its title is given in full.

2.1 Employment

The UDP allocates 30ha of 'developable' land at Weetslade for employment uses, i.e. business, general industry, and storage and distribution (Use classes B1, B2, and B8). (Policy LE1/1[1]). It proposes the reclamation of derelict land within the site to facilitate these proposals (UDP Policy E7/1(2))

Proposals for office use [falling within Use Class B1(a)] will not be actively encouraged at the Weetslade site, given that it is poorly serviced by public transport and removed from the local residential workforce. However, this does not mean that such B1(a) development will not be granted permission, if through the use of a sequential test approach it is determined that this is the only site suitable for such a use, giving first preference to town centres (Policy LE1/7).

The UDP notes that Class B8 (Storage and Distribution) uses are particularly appropriate for the Weetslade Colliery site given its relationship with the wider highway network (A1, A19, and A189). (See UDP paragraph 4.37)

Uses ancillary to business, general industry, and storage and distribution are acceptable where these are designed primarily to serve the needs of people employed at the site [Policy LE1/2, DCPS25].

The UDP excludes from the site particularly offensive processes (Policy LE1/2) and indicates that uses, which would adversely affect the environment and surrounding land uses, through pollution or excessive risk caused by the presence of hazardous substances, would be resisted (Policies E3/1 and E5).

Some restriction on the range of possible uses may result from application of UDP Policy E6, which imposes controls over development near to the storage of hazardous substances at the Macgas installation on Sandy Lane. Initial advice on development close to the Macgas installation on Sandy Lane has been sought from the Health & Safety Executive (HSE). The development of 'sensitive' uses [depending on the number of people present, their residence time, mobility, vulnerability, and ease of evacuation] will not be permitted close to the installation, but due to the nature of the intended uses of the site the location of the Macgas depot should not in itself impose significant constraints on development.

Development at Weetslade should not compete with or duplicate development at other major employment proposals in the sub region.

- A regionally strategic employment site of 80ha. is located 2 kilometres to the west of the Weetslade site within Newcastle's Northern Development Area (NDA). Planning permission has been granted for development including offices, high technology, and research and development uses.
- At Balliol East, Longbenton, the UDP allocates 48ha. of land for employment uses. The Tyne and Wear Local Development Partnership has identified this as a strategic site for medium to large sized enterprises, and as particularly appropriate for B1 and B2 uses due to its excellent location in relation to public transport and the local labour market.
- A further 20ha. has planning permission for B1, B2, and B8 uses, at Gosforth Business Park [Salters Lane, Longbenton]. The site is considered particularly suitable for high quality 'business park' type development and for office use.

2.2 Environment

In general terms the UDP requires that proposals for business, general industrial and storage and distribution uses shall in particular be acceptable in terms of their impact on the environment, existing land uses and local amenity (Policies LE1/7, DCPS1).

2.2.1 Energy Conservation

The UDP contains policies to both encourage the conservation of energy through the design and layout of development and to encourage the use of renewable sources of energy [E2, E2/1/1, and DCPS1]

2.2.2 Noise

Policy DCPS7 Development and Noise deals with the issue of noise as a major source of environmental pollution and the particular effect it can have on 'noise sensitive' developments, such as recreational open-space. The form of the development should protect nearby recreational routes and houses from unacceptable noise levels

2.2.3 Reclamation

UDP Policy E7/1(2) proposes the reclamation of all derelict land at Weetslade Colliery, including the derelict parts of the site, for open space, woodland and employment uses. The reclamation process should not deal with the employment land in isolation from the broader intentions for the area.

2.2.4 Nature Conservation

UDP policies provide for the protection and enhancement of the wildlife interest of nature conservation sites, species, and wildlife corridors/links in the Borough.

The sites of national (SSSI), regional (SNCI), and local nature conservation importance (SLCI) in the area around the site are protected from the adverse effects of any development proposals in line with their relative importance, with the highest degree of protection being given to sites of national importance (UDP Policies E12/21, E12/3/1, E12/4 and E12/5; and Newcastle UDP policies NC1.1, NC1.2, and NC1.3).

Proposals for the future development of the employment site should take account of any adverse effects caused to those parts of a SSSI, SNCI and SLCI located beyond the site. [UDP Policy E12/3/1]

Policy E12/5 of the UDP requires avoidance of adverse development effects on species protected by law, where appropriate through measures of mitigation. Certain protected species are known to occur on land within the Weetslade site boundaries and on adjacent habitats that could be indirectly affected by future development proposals.

Policy E12/6 of the UDP includes the site within a 1km wide wildlife corridor running from south to north from Gosforth Park to Cramlington [See Fig 3 - Planning Context]. Within Newcastle this corridor is protected by policies NC1.5 and NC1.6 of the Newcastle UDP. This corridor is considered of strategic importance in Tyne and Wear. Where essential development is proposed within the corridor any adverse effect on the contribution of the corridor to biodiversity should be avoided. If however there are such adverse effects, these should be subject to mitigation or compensation. This particular development should therefore preserve and enhance the corridor. [UDP Policies LE1/1 and E12/6] The positive effects of the development on the nature conservation value of the site will also be considered in accordance with criteria set out in UDP Development Control Policy Statements for Landscape Improvements (No.6) and New Industrial Estates (No.25).

The wildlife corridor within North Tyneside is subject of the North Tyneside Biodiversity Action Plan (BAP). The BAP provides targets and action points necessary to maintain and enhance important species and habitats within the corridor and is intended to assist local authorities in assessing the effect of development proposals on this wildlife resource.

Because the corridor extends south into Gosforth Park, account should also be taken of the BAP for Newcastle City.

2.2.5 Archaeology

English Heritage have confirmed that there are no Scheduled Ancient Monuments or Historic Battlefields in the vicinity of the study area. Notwithstanding this, there are archaeological sites within the development area recorded in the Tyne and Wear Historic Environment Record held by the County Archaeologist, which are of local significance and value. These include the Pit Head Baths, which represent 'a rare surviving example of a modern component of collieries in the north-east region.'

In accordance with UDP policy (E19/4, E19/5, E19/6 and E19/7) where potential impacts are identified from redevelopment proposals, appropriate mitigation measures will be required. Effective mitigation will include a minimum of a watching brief for unrecorded

remains. In respect of the Pit Head Baths, should any more than minor alterations be proposed, then a programme of archaeological works, including the formal recording of the buildings existing form, will be required to be submitted and agreed with the Planning Authority before the start of development.

2.2.6 Green Belt

Most of the land within North Tyneside and Newcastle around the site has been designated as Green Belt, including the Country Park to the north, although the site itself is not included (UDP Policy E20 and Newcastle UDP policy GB1). Development of the site is therefore subject to UDP policy E20/7 that seeks to protect the visual amenity of the proposed Green Belt from any adverse impact from development located outside it. A similar policy applies to the Green Belt within Newcastle [Newcastle UDP Policy GB2.5], which within Gosforth Park is also protected by Newcastle UDP Policy EN3.1 [Area of exceptional landscape value]

2.2.7 Safeguarded Land

Land to the east of the site beyond Great Lime Road and the A189 is designated as Safeguarded Land under Policy E21. Although in the medium to long term development of safeguarded land may become necessary, for at least the life of the UDP development will be strictly controlled.

2.3 Housing

The UDP proposes a substantial residential allocation for around 400 dwellings to the west of the site, on the fringe of Wide Open [UDP Policy H3[2]]. Development of that land is likely to involve alterations to the existing highway, integration of recreational routes within that site, and extensive off site works to enhance biodiversity in the area. Development of the employment site at Weetslade should take account of all these works.

The employment site should only be developed in a way that does not adversely affect the amenity of occupiers of houses within this new housing site, on Sandy Lane, and within Gosforth Park (Policy H13, Policy E4 and DCPS 7 [noise]).

NOTE: An outline planning application (Ref: 06/00194/OUT) for the development of 575 dwellings and associated new access and an extension to Lockey Park recreation ground was formally submitted to North Tyneside Council on the 21 January 2006. This application is currently awaiting a decision.

2.4 Transport

2.4.1 New Roads

The A1056 forms an essential link between the A1(M), A189 and A19(T) to the north of Newcastle. The approved Sandy Lane by-pass (Ref: 02/03238/LAREG3) will relieve congestion and delay between the A1 and A189 as required by UDP Policy T6/1/2.

The approved by-pass scheme incorporates measures to compensate the adverse impact on nature conservation interests and will significantly improve safe access for the movement of wildlife through the wildlife corridor with the provision of underpasses, appropriate fencing and through the closure of the existing Sandy Lane at both its eastern and western ends. New habitat will also compensate for that lost. In addition, there will be

improvements for the safe movement of pedestrians, cyclists and riders across and alongside the road.

2.4.2 Access - General

The UDP requires that the brief for the site pays particular attention to access arrangements and highway improvements [PolicyLE1/1], which will be required under Policy T8 and T9. Highway works must provide for horse riders, and public transport [Policy T8A, DCPS5] as well as for vehicular traffic, cyclists and pedestrians [Policies T8, T9, DCPS 4 and DCPS 2].

2.4.3 Access – Public Transport

The new development is expected to enjoy a good standard of public transport accessibility in accordance with Government policy [PPG13] and the objectives of the UDP. Transport links with these nearby settlements should therefore be improved to cater for both employees and visitors to the Country Park. The layout of the site must facilitate its penetration by public transport.

2.4.4 Access – Cycling And Walking

The development of the former Weetslade Colliery should maximise the opportunities to consolidate and improve the existing network of cycle paths, particularly the Reivers Route (see Recreation section below) and encourage cycling as an alternative mode of transport within the site itself. Access for pedestrians and cyclists must therefore link into the wider network of footpaths and cycle paths, both existing and proposed.

2.4.5 Parking

Within the site, parking provision should be no more than the operational maximum [Policy T11] and in accord with more detailed standards in Development Control Policy Statement 4 [DCPS4]. Parking for cycles should also be provided in accord with DCPS4

2.5 **Open Space And Recreation**

2.5.1 Weetslade Country Park

The approved Country Park (Ref: 03/01297/FUL) accords with UDP policy E7/1, which established the principle for the reclamation of the former colliery and for its future use as open space and woodland and for employment use. The reclamation of most of the former colliery site has now been implemented and has released an area of accessible open space, which has been extensively landscaped to provide new habitats.

This scheme has resulted in a significant improvement of the visual amenities of this part of the Borough whilst maintaining features associated with its local history. In addition to these visual improvements, the reclamation has facilitated the enhancement of the biodiversity and function of the wildlife corridor and local links.

2.5.2 Recreational Routes

The development of the employment site should further the aims of UDP Policy R3[IV] to create recreation corridors within the Borough and linking with adjoining Districts. Within Gosforth Park to the south, an existing recreational route is protected, and new recreational routes and a cycle route proposed [Newcastle UDP policies OS2, OS2.2, OS2.3, T5.4 and DCPS4]. The passage of recreational users through the employment

site, particularly north – south linking with the proposed open space to the north, must therefore be catered for.

The east west Reivers Cycle Route is protected from development and resulting impact by UDP Policy R4. The development of the site offers the opportunity to increase accessibility into this route. As part of the Country Park proposals to the north of the site revised access arrangements have been made where the Reivers route crosses Great Lime Road.

2.6 Design And Layout Of The Site

2.6.1 General

General considerations relating to the layout and design of industrial estates are set out in UDP Policy DCPS 25 and reflect many of the policies dealing with individual topics set out above.

The quality of the design, layout, landscaping, and materials used in individual components of the development is a material consideration in considering planning applications [DCPS1]. The layout and individual components should be designed to ensure adequate access for all sections of the community, including people with disabilities, the elderly, carers with young children, and other special needs groups [DCPS2, DCPS5]. Detailed design solutions will need to minimise opportunities for crime without compromising the environmental quality of the development, especially its contribution to biodiversity [DCPS3, DCPS6]. Criteria for consideration in relation to landscaping design are set out in UDP Policy DCPS6.

2.6.2 Landscaping

A number of criteria for the assessment of the landscaping elements of a proposal are set out in DCPS6. Of particular importance for this site is the need to ensure that the landscaping element is an integral part of the overall design from the outset and the way in which the development is integrated into the area. Policies E23 and E23/1 encourage the planting of woodland.

The site is located within a bird hazard-safeguarding zone, around the Newcastle Airport. Consultation with Newcastle International Airport in their capacity as the statutory Safeguarding Consultee is required regarding any proposed development within this safeguarding zone in order that landscaping schemes avoid the potential for increasing bird hazards within the airport flight path.

The CAA advisory document CAP 680 provides comprehensive guidance on current good practice in aerodrome bird hazard control. Proposals for the site should comply with this guidance.

2.6.3 Crime Prevention

The detailed design and layout of the employment land including landscaping should address the issue of crime prevention. Material planning criteria specifically relating to crime prevention are set out in DCPS No.3.

2.6.4 Other Design And Layout Considerations

Consideration should also be given in a development of this scale to the inclusion of works of art [Policy E9].

2.7 Utilities

As part of the Consultant's draft brief, utility providers were consulted to identify existing demand and assess the capacity of the network to meet future levels of demand. Initial inquiries revealed that no utility constraints would be imposed on the development by the existing water, gas, and telecommunications networks. Notwithstanding this prospective developers should make their own enquiries with the utility companies at the detailed design stage.

APPENDIX 3

LIST OF ACCEPTABLE PLANT SPECIES

Species for Native Woodlands/Shrub Wildlife Planting Belts

Location: Employment Site Boundaries And N-S Wildlife Planting Belts

Planting should consist of a mixture of tree and shrub planting to provide structural diversity. Collectively these mixes should total 100% with a ratio of approximately 65% trees and 35% shrubs. The following species listing represents appropriate trees and shrubs:

Trees:

Quercus robur (English Oak)
Betula pendula (Birch)
Pinus sylvestris (Scots pine)
Alnus glutinosa (Alder)
Fraxinus excelsior (Ash)

Shrubs:

Crataegus monogyna (Hawthorn)
Corylus avellana (Hazel)
Rosa canina (Dog rose)
Prunus spinosa (Blackthorn)
Ilex aquifolium (Holly)
Sambucus nigra (Elder)
Viburnum opulus (Guelder rose)
Ulex europeus (Gorse)

Ground flora for woodland, woodland edge / glades to include:

Digitalis purpurea	Foxglove
Silene dioica	Red campion
Stellaria holostea	Greater stitchwort
Stachys sylvatica	Hedge woundwort
Galium mollugo	Hedge bedstraw
Ajuga reptans	Bugle
Oxalis acetosella	Wood sorrel
Prunella vulgaris	Selfheal
Filipendula ulmaria	Meadowsweet
Primula vulgaris	Primrose

Indicative Species List for Development Site Boundary and Internal Road Network

Trees: Acer platanoides
Betula pendula
Betula utilis jacquemontii (multi-stem)
Pinus sylvestris

Shrubs and Groundcover:

Amelanchier lamarckii (multi-stem)
Berberis thunbergii sp.
Berberis buxifolia 'Nana'
Berberis darwinii
Cornus sanguinea
Cornus elegantissima
Cornus alba Sibirica
Cotoneaster conspicuus Decorus
Cotoneaster franchetii
Cotoneaster horizontalis
Cotoneaster lacteus
Crataegus monogyna
Elaeagnus x ebbingei
Elaeagnus pungens var.

Forsythia x Intermedia
Hedera sp.
Hebe sp.
Hypericum
Ilex aquifolium
Ligustrum japonicum
Prunus spinosa
Prunus lusitanica
Prunus laurocerasus sp.
Prunus laurocerasus 'Zabeliana'
Ribes sanguinium
Rosa canina
Rosa rugosa Pimpinellifolia (Spinosissima) var.
Rosa shrub species var.
Salix Caprea
Sambucus nigra
Senecio Sunshine
Symphoricarpus x chenaultii Hancock
Viburnum tinus Laurusitanus
Viburnum Opulus
Vinca major