Local Impact Report - North Tyneside Council

Contents
2 SITE DESCRIPTION & SURROUNDINGS/LOCATION........................................4
3 DETAILS OF THE PROPOSAL ..................................................................... 8
4 RELEVANT DEVELOPMENT PLAN.............................................................. 8
5 OTHER MATERIAL DOCUMENTS............................................................... 10
   National Planning Policy ........................................................................ 10
   National Planning Policy Framework .................................................... 10
Local Policy ............................................................................................... 12
   Tyne & Wear Local Transport Plan ........................................................ 12
   North Tyneside Network Management Plan 2012-17 ................................ 13
6. RELEVANT DEVELOPMENT PROPOSALS .......................................... 15
   Improvements to the wider highway network ....................................... 15
   Other Development Proposals ................................................................ 16
7. LOCAL IMPACTS ................................................................................. 16
   Positive Impacts .................................................................................. 16
   Neutral Impacts .................................................................................. 18
   Negative Impacts ................................................................................ 25
8 CONSIDERATION OF THE IMPACT OF THE PROPOSED PROVISIONS AND REQUIREMENTS WITHIN THE DRAFT ORDER........................................... 32
9 CONCLUSIONS .................................................................................... 33
1 INTRODUCTION

1.1 A Local Impact Report (LIR) is defined according to Section 60(3) of the Planning Act 2008 as ‘a report in writing giving details of the likely impact of the proposed development on the authority’s area.’ It should be used by Local Authorities as the means by which their existing body of knowledge and evidence of local issues can be fully and robustly reported to the Examining Authority. It should draw on existing local knowledge and experience.

1.2 This is a Local Impact Report relating to the application by the Highways Agency to upgrade the junction of the A19 Trunk Road with the A1058 Coast Road (known locally as the Silverlink Interchange). This report has been produced in accordance with Version 2 of the Local Impact Report Guidance (the Advice Note) produced by The Planning Inspectorate dated April 2012 and considers the likely impacts of the proposed development on North Tyneside, being the Local Authority within whose administrative area the works will take place.

1.3 The Advice Note states that when the Examining Authority decides to accept an application, it will ask the relevant local authorities to prepare a Local Impact Report and this should be prioritised whether or not the local authority considers that the development would have a positive, negative or neutral effect on the area. The Report may include any topics that they consider to be relevant to the impact of the development on their area as a means by which their existing body of knowledge and evidence on local issues can be fully and robustly reported to the Examining Authority.

1.4 The Advice Note states that topics addressed in the LIR may include;
- Site description and surroundings/location;
- Details of the proposal;
- Relevant planning history and any issues arising;
• Relevant development plan policies, supplementary planning guidance or documents, development briefs or approved master plans and an appraisal of their relationship and relevant to the proposals;
• Relevant development proposals under consideration or granted permission but not commenced or completed;
• Local area characteristics such as urban and landscape qualities and nature conservation sites;
• Local transport patterns and issues;
• Designated sites;
• Socio-economic and community matters;
• Consideration of the impact of the proposed articles and requirements within the draft Order in respect of all of the above;
• Development Consent Obligations and their impact on the local authority’s areas.

2 SITE DESCRIPTION & SURROUNDINGS/LOCATION

2.1 North Tyneside is one of five metropolitan districts within the Tyne and Wear conurbation, with an area of 82 square kilometres. It has the North Sea to the east, the River Tyne to the south, and Newcastle City to the west. Northumberland County forms the northern boundary. The Borough is bisected east/west by the A19(T) and north/south by the A1058 Coast Road. The Coast Road provides a direct route through to Newcastle city centre, whilst the A19 goes north to join with the A1 at Northumberland and south through the Tyne Tunnel to provide a route through the North East region to North Yorkshire.

2.2 Its current population was estimated at 201,200 in 2011 but is expected to grow by about 21000 over the next 15 years. The main residential areas of the Borough form a broad ‘U’ shaped pattern, bordering Newcastle to the west, running east/west north of the River Tyne and north/south along the Coast. It has four main town centres. In the northern area of the Borough are a number of medieval and former mining villages and the most recent areas of major
new housing growth at Shiremoor/Backworth are centrally positioned on the north of the A19(T) corridor.

2.3 The Borough has good transport links with the A19(T) being the main strategic route running southwards via the Tyne Tunnel. The North West area of the Borough enjoys convenient access to both the A1(T) and A19(T). The A1058 Coast Road provides a direct link east to west between the coast and Newcastle City Centre. North Tyneside also benefits from access to the Tyne and Wear Metro system, which loops around the Borough, providing 17 stations giving access to the main town centres, riverside and the coastal area as well as further afield to Newcastle and other districts of Tyne and Wear.

2.4 North Tyneside has the highest level of car ownership in Tyne and Wear, with 68.4% of households with access to a car compared to 64.9% households in Sunderland, the area with the second highest rate of car ownership. The 2011 census showed a continued increase in car ownership over the previous 10 years in North Tyneside, increasing by 8%.

2.5 The main employment areas (other than town centres) are along the riverside, along the A19(T) corridor, to the north west of the A191, business parks to the east and west of the A188, and sites to the west of Killingworth. The manufacturing sector remains important but recent economic growth has been focussed in business park activities in the A19(T) corridor and at the Balliol, Quorum and Gosforth Business Parks. The River Tyne is a commercial river with offshore fabrication, fishing and port related industries, but with significant areas of vacant and underused land resulting from restructuring of these industries. This area benefits from a designated Enterprise Zone intended to stimulate economic investment and activity, particularly in marine and off-shore related industries along the river corridor. The Borough also has good access to the North Sea and the Port of Tyne, the only passenger port in the region, supports regular passenger services to Northern Europe. The river can however also act as a barrier to movement between North Tyneside and the south of the region.
2.6 In terms of employment, 78% of the Borough’s population is economically active but there are pockets of high unemployment and a strong reliance on jobs within lower paid and lower skilled sectors. In terms of employment patterns, of the Borough’s residents in employment, half work within the Borough and half outside. 25,000 workers commute into the Borough from adjacent areas to work. Commuters mainly travel from Newcastle, South East Northumberland and Gateshead. North Tyneside is the second largest destination for workers commuting out of Newcastle. 83% of these inward commuters travel by car and 14% by public transport.

2.7 Turning to the A19(T) itself, this is a trunk road that runs through the Borough. It begins at the A1 Seaton Burn Interchange in the north of the borough, with various styles of junctions at Dudley Lane, Moor Farm, Killingworth, Holystone, Silverlink, Howdon and continues to the Tyne Crossings to the south of the borough, approximately 2km south of the Silverlink Interchange. Thereafter it continues south to Wearside, Teesside, York, Selby and Doncaster. It has dual carriageway for its full length within the Borough (and therefore benefits from the 70mph/112kph speed limit) and has full grade separation with the exception of the Silverlink Interchange and the Fisher Lane roundabout adjacent to its junction with the A1. The opening of the second Tyne Crossing in 2011 has considerably improved connectivity to the south but has also brought increased pressure on the strategic road network, particularly at the Silverlink Interchange. Traffic volumes on the road during the network peaks result in traffic speeds between 63 and 71kph. The A1058 Coast Road is the busiest road in the Borough and carries over 60,000 vehicles per day on some stretches.

2.8 The existing A19/A1058 Coast Road/Silverlink Interchange is a partial grade separated junction integral to transport links within North Tyneside. The A1058 Coast Road is a free-flowing dual carriageway and is a principal link in the local highway network, which connects Newcastle and the wider local network to destinations throughout North Tyneside. It is constructed over the A19 with slip roads connecting to the roundabout at Silverlink interchange. The A19 is constructed on an alignment underneath the A1058 Coast Road with all traffic travelling via the roundabout. The Silverlink is a local road which connects the
roundabout to Silverlink Retail Park, Silverlink Business Park and Cobalt Business Park. The interchange has been subject to various interim improvements including the introduction of traffic signals with MOVA on the roundabout; widening of the A19 approaches; and improvements to pedestrian and cyclist crossing facilities at the roundabout. The Coast Road cycle route is a principal route for cycling across the borough and runs parallel to the north side of the A1058: at present this involves non-signalised crossings of the A1058 off- and on-slip roads, which adds delay and increased risk for cycling journeys.

2.9 The interchange is ranked number 1 in the hierarchy of junctions set out in North Tyneside’s Network Management Plan. It experiences substantial congestion during weekday AM and PM peak periods and owing to the concentration of retail and leisure uses in the area there is also congestion during weekend peaks. Traffic travelling on the A19 must observe the traffic signals at the junction, causing long tailbacks in both directions. Furthermore, the right turn manoeuvres to access The Silverlink via the roundabout cause blocking back for A19 traffic on the roundabout.

2.10 The site development area comprises some 27.6ha of land of which 17.4ha is within the existing highway boundary. There will be only 2ha of additional permanent land take to facilitate the development. Some 8.2ha is to be used temporarily for site working compounds. In terms of the area immediately around the interchange, is of an urban nature and predominantly built up.

2.11 The area to the north west of the interchange is largely residential but there is commercial development adjacent to the A19 (including a large B&Q superstore, local police headquarters and small retail park) with housing beyond Middle Engine Lane to the north-west. The area to the south west is again largely residential although a school and training centre with associated playing fields is located closest to the roundabout. Silverlink Retail Park occupies the north east quadrant and a vacant former hotel and leisure club is situated at the junction of the A19 and The Silverlink. To the south east is the northern edge of the Tyne Tunnel Trading Estate which is an established industrial estate in the Borough.
3 DETAILS OF THE PROPOSAL

3.1 The proposed A19/A1058 junction improvement works entail the realignment of the A19 in a cutting under the existing A19 / A1058 roundabout junction and, in brief, comprises the following elements:

- Construction of a new section of dual carriageway under the existing roundabout and two new supporting structures to carry the existing roundabout over the A19 in cutting;
- Construction of slip roads to allow the A19 / A1058 Coast Road Junction to retain its ability to cater for all traffic movements;
- The widening of The Silverlink carriageway on a 40m length of its approach to the junction;
- Construction of a new structure to carry the A1058 over the A19;
- Lengths of retaining walls to minimise the land-take requirements of the Scheme;
- Retained / enhanced facilities for non-motorised users including two structures to allow users to cross safely over the north facing slip roads;
- Widening of Middle Engine Railway Bridge to accommodate the A19 north facing slip roads; and
- New infrastructure / street furniture associated with these works including central reserve concrete barrier, drainage, pavement, road lighting, traffic signals, traffic signs, road markings, and CCTV.

4 RELEVANT DEVELOPMENT PLAN

4.1 The development plan for North Tyneside consists of the Unitary Development Plan (UDP) (2002) which must be read in conjunction with Direction from Secretary of State under Paragraph 1(3) of Schedule 8 of Town and Country Planning and Compulsory Purchase Act 2004 in respect of policies in the North Tyneside UDP (August 2007). Details of relevant policies are included as Appendix A.
4.2 UDP transport policy is focussed on the provision of a safe and efficient transport system across the Borough. This of course promotes the measures which seek to reduce the need for reliance on the private car and provide residents with a choice of more energy efficient means of transport but recognises that the car remains an important means of travel for large numbers of people such that there is a need to maintain existing roads and improve the management of traffic on the network, building new roads when required. It is recognised that the UDP was adopted over 10 years ago and is not up to date, but the transportation policies are not considered to be in conflict with advice set out in the National Planning Policy Framework.

4.3 UDP policy T6 seeks to ensure that the highway network is improved in accordance with a general objective of:

- Improving conditions for public transport;
- Improving safety and convenience on the public highway;
- Protecting and improving the built and natural environment;
- Improving conditions for pedestrians, especially for those with disabilities;
- Providing for cyclists and other non-motorised users; and
- Improving accessibility to main employment, residential and other areas.

The Council will consider the need to increase the efficiency of a highway in order to meet some or all of these objectives.

4.4 UDP policy T7 sets out criteria which will need to be met if highway improvements are to be supported. These relate to securing contributions directly related to the impact of the proposals, the operational, economic and environmental interests of those affected being safeguarded, the agreement of the highway authority and appropriate provision being made for public transport, pedestrians, cyclists and horse riders.

4.5 Other relevant policies are referred to within the considerations of impact which follows later in this report.
4.6 The Council has recently published its Local Plan Consultation Draft (LPCD) (2015). This is subject to public consultation until 27 March 2015. As this plan is at a very early stage in its preparation, very limited weight can be attached to it. Relevant extracts are included as Appendix B.

4.7 In relation to connectivity and transport, the LPCD (2015) recognises that the effective movement of goods and people is crucial to ensuring sustainable communities. The focus of transport policy is therefore on the delivery of improved accessibility whilst reducing carbon emissions by encouraging active travel (walking and cycling) and the promoting the use of less polluting technologies.

4.8 Policy S10.3 of the LPCD notes that the Borough has a number of strategic transport routes which perform an important regional role and these include the A19 and the A1058. Part 2 of the draft policy states that the Council will work with partners to deliver targeted improvements to the road network to contributed to the economic development and regeneration of the Borough to support businesses, improve safety and environmental quality and minimise congestion. Key locations are identified where improvements should be prioritised. This includes specifically, the A19(T)/A1058 Silverlink Interchange.

4.9 The Council has also published a Draft Infrastructure Delivery Plan (2014). This is clear that the delivery of the A19/A1058 junction improvement works remain a major priority for the Council.

5 OTHER MATERIAL DOCUMENTS

National Planning Policy

National Planning Policy Framework

5.1 The National Planning Policy Framework (NPPF) came into effect in 2012. It promotes sustainable development in the context of three dimensions – economic, social and environmental – which are recognised as mutually
dependent. It expands upon planning legislative requirements to ensure that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise and is clear that development which is in accordance with an up to date development plan should be approved without delay.

5.2 Separate National Policy Statements have been produced to set out the material considerations relating to nationally significant infrastructure projects and these reflect the key aims of sustainable development set out in the NPPF.

**National Networks National Policy Statement**

5.3 The National Networks National Policy Statement (NPS) was published in December 2014. It sets out Government policy relating to the delivery of nationally significant infrastructure projects relating to the road and rail networks. It reflects the importance given to maintaining well connected and high performing networks with sufficient capacity to meet long term needs and support economic growth, including at a local level. It recognises that the consequences of traffic congestion can be both economic, in terms of constraining economic activity and growth as well as environmental such as harmful emissions to air. Measures to improve the road network will include junction upgrades and increased capacity on trunk roads and these will be implemented alongside measures to encourage less reliance on the car and rolling out improved technology.

5.4 Detailed guidance is provided about the need to ensure that new development is appropriately mitigated to avoid environmental and social impacts but it is also recognised that some adverse local effects may remain. A range of specific impacts are set out in the guidance.
Local Policy

Tyne & Wear Local Transport Plan

5.5 LTP3 is the third Local Transport Plan for Tyne and Wear and includes a ten-year strategy (2011 – 2021) covering all forms of transport in Tyne and Wear. It was produced by the former Tyne and Wear Integrated Transport Authority (ITA) on behalf of the six LTP Partners – the five Tyne and Wear local authorities (including North Tyneside) and Nexus, the local Passenger Transport Executive. The responsibilities of the ITA passed to North East Combined Authority (NECA) from April 2014.

5.6 The vision for transport in Tyne and Wear is that the area will have a fully integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. The strategic networks will support the efficient movement of people and goods within and beyond Tyne and Wear, and a comprehensive network of pedestrian, cycle and passenger transport links will ensure that everyone has access to employment, training, community services and facilities. Five goals have been adopted to meet this vision:

- To support the economic development, regeneration and competitiveness of Tyne and Wear, improving the efficiency, reliability and integration of transport networks across all modes;
- To reduce carbon emissions produced by local transport movements, and to strengthen our networks against the effects of climate change and extreme weather events;
- To contribute to healthier and safer communities in Tyne and Wear, with higher levels of physical activity and personal security;
- To create a fairer Tyne and Wear, providing everyone with the opportunity to achieve their full potential and access a wide range of employment, training, facilities and services; and
- To protect, preserve and enhance our natural and built environments, improving quality of life and creating high quality public places.
In terms of the A19, the need for improvements at the Silverlink Interchange was identified a number of years ago with the Department for Transport (DfT) in 2006 having accepted a recommendation made by the then interim Regional Transport Board for improvements at Silverlink Interchange to be progressed to complement other junction improvement works elsewhere on the A19 around North Tyneside to address the issues with road safety and congestion. Improvements at this junction remained a regional priority until major scheme funding was confirmed.

Interim improvement works were undertaken at Silverlink Interchange, including the installation of ‘MOVA’ traffic signal controls by the Highways Agency at a cost of £300,000 and other interim works to increase capacity on the Silverlink interchange to deliver short-term improvements in readiness for the opening of the New Tyne Crossing, which has been fully open from December 2011. The delivery of the grade separated junction which is the subject of this Development Consent Order will deliver longer term capacity at this key junction.

The Network Management Plan, adopted in September 2012, sets out how North Tyneside Council will fulfil its statutory duty under the Traffic Management Act 2004 to manage the highway network so as to secure the expeditious movement of traffic (i.e. all road users, including walking, cycling and public transport).

This includes promoting better coordination of the various works carried out on the highway, including both local authority road works and street works carried out by utilities and their contractors.

The plan includes a hierarchy of junctions, based on the strategic importance, level of congestion and number and type of road traffic accidents of each junction. The A19-A1058 Silverlink (Coast Road) interchange is ranked as number 1 in the hierarchy.
Local Impact Report - North Tyneside Council

**North East Strategic Economic Plan**

5.12 The Strategic Economic Plan (SEP) was published in March 2014 by the North East Local Enterprise Partnership. Its overall vision is to provide over one million jobs in our economy by 2024. It is expected much of this will be achieved through growth in business services, where the A19 corridor in North Tyneside, including Cobalt Business Park, is a competitive location which already accommodates a range of medium and large businesses; new economy such as creative and technology, media and telecoms; low carbon and renewable technologies which is supported by the designation of an Enterprise Zone along the River Tyne North Bank in Newcastle and North Tyneside; tourism and logistics. The SEP sets out six strategic themes to address challenges and deliver economic growth – one of these is to develop the places for business to invest and for people to live and another is transport and digital connectivity to allow people to move around for work and leisure and connect the North East to the national and international economy.

5.13 Establishing a varied portfolio of potential development sites with the right infrastructure is key to levering investment into the area and the SEP notes that the A19 corridor remains a key employment location.

5.14 In terms of transport, the SEP notes that to achieve its economic growth aspirations, it will be necessary for people and goods to be transported within, into and out of the area. It goes on to note that the presence and effectiveness of road, rail, air and sea connections can limit aspiration and the north east will not attract investment if the transport networks do not function effectively. Improvements in the A19 corridor are specifically identified as a spending priority.

5.15 It recognises that reducing congestion on the road network, in particular the A1 and A19, is necessary to ensure that constraints on economic investment are relieved. Investment in the road network will have significant economic benefits for the region and enable developments in growth corridors to be delivered. The SEP identifies investment in known bottlenecks on the network
and in additional capacity and traffic management, as well as encouraging more use of sustainable transport among its priorities.

5.16 The SEP seeks to ensure that commitments to invest in key network improvements at known bottlenecks, including the Silverlink Interchange, are raised through the Highways Agency post-2015 delivery programme, with other A19 junctions improved by 2023. Proposals for further capacity improvements are set out in the recently published Transport for the North report “The Northern Powerhouse: One Agenda; One Economy, One North”.

5.17 Local transport major schemes to be taken forward, subject to a three-stage approval process, with funding through the North East Growth Deal include a scheme for the A1058 Coast Road which includes improvements to Norham Road interchange and Billy Mill roundabout, to the east of Silverlink Interchange. This will benefit public transport and help to improve traffic flows and support development in the corridor.

5.18 A further Growth Deal scheme is for improvements in the A19 corridor. This involves improvements at the A19-A191 Holystone Interchange and improvements to the A191 between the interchange and the access to Cobalt Business Park.

6 RELEVANT DEVELOPMENT PROPOSALS

Improvements to the wider highway network

6.1 In addition to the proposal at Silverlink Interchange, the Authority has, as noted in the preceding section, secured funding allocations for a number of improvements in the economically significant A1058 Coast Road corridor. These improvements include:

- At A1058-Norham Road interchange: widening of Norham Road bridge and signals on A1058 Coast Road slip roads
- At A1058-A1108 Billy Mill junction: removal of roundabout and creation of signalised junction
• Improvements to A1058 Coast Road cycle route throughout the length of the Coast Road corridor

Other Development Proposals

6.2 The Council has recently indicated that it is minded to grant planning permission for retail development at a former hotel site immediately east of the A19 and the west of The Silverlink (LPA reference 14/01698/FUL), subject to the completion of a legal agreement. It is anticipated that permission would be issued by April 2015. This application includes the provision of new traffic signals at the junction of Silverlink/Mallard Way/site access. Discussions are ongoing between the developer, the Authority and the HA regarding linking these signals to the signals on the roundabout at the A1058 Coast Road/Silverlink interchange. A plan of the scheme detailing these improvements is attached as Appendix C.

6.3 In terms of future development, the draft Local Plan reflects the aspirations of the SEP and retains an emphasis on developing the A19 corridor as a major employment location.

7. LOCAL IMPACTS

Positive Impacts

Economic and Transportation - Operational Phase

7.1 A Transport Assessment (TA) dated 14 November 2014 (DCO document TR010017/7.2) has been produced by the Highways Agency (HA) and Arup. Chapter 4 of the TA sets out the existing highway conditions including traffic flows, delays and pedestrian/cycle crossing issues. Chapter 5 of the TA assesses the impact of the proposed scheme including improvements to non-motorised user (NMU) infrastructure, reduction in delays and improved connections with the local highway network. The existing infrastructure and proposed improvements were analysed for the proposed year of opening (2018), interim design year (2023) and design year (2033).
7.2 On the HA network, the TA demonstrates that the scheme will reduce delays and allow the free flow of traffic on the A19. On the local road network, it demonstrates that the scheme will provide capacity at least equal to the present arrangement and improves facilities for non-motorised users (NMUs).

7.3 The TA concludes that the scheme provides benefits to the A19 corridor and that it:
- Meets the requirements of central government’s transport objectives around economy, environment, social and public accounts
- Aligns with national and local planning policy
- Addresses future traffic demand and creates improved traffic congestion conditions and journey experience for motorists
- Improves facilities for NMUs
- Creates a safer environment for all

7.4 It is clear that the A19-A1058 Coast Road/Silverlink interchange has a vital strategic position in the national road network serving the North East, both linking the A19 with the major east-west route A1058 Coast Road and providing access to economically significant employment destinations in the A19 corridor such as Cobalt Business Park. It is considered that the proposed scheme will contribute to economic growth both during the construction period and thereafter. It is anticipated that the improved accessibility throughout the A19 employment corridor will make employment areas in the corridor more attractive to new businesses and attract investment for improvements at existing employment sites.

7.5 In delivering highway improvements which will address future traffic demand and reduce congestion on this key regional route, the proposals are in full accordance with UDP, Draft Local Plan and SEP policies to improve access both to key employment corridors and residential areas and to help foster the right conditions to ensure that the region can offer transport infrastructure which will ensure it is attractive to future investment and associated job growth. The proposals for this key junction will be delivered alongside a range of other local network improvements which will help to ensure that opportunities to improve access within, to and from North Tyneside are maximised.

7.6 In accordance with national and local planning policy, the scheme will also improve conditions for non-motorised users (NMUs) which will improve accessibility for residents on
foot and cycles to the local businesses at Silverlink and Cobalt Business Parks and to the retail development at Silverlink. This is achieved through the provision of a shared use footway-cycleway parallel to the west side of the A19 between the Coast Road/Silverlink interchange and the A19/A193 Howdon interchange, which improves accessibility for NMUs in the corridor. Improvements to NMU access to the existing bus stop on the A1058 westbound off-slip road are also included. A shared use footway-cycleway is also proposed around the centre of the Silverlink roundabout which maintains connectivity and highway safety for NMUs with provision of lay-bys on the A19 for potential future bus use also proposed. Furthermore two bridges are proposed, across the A1058 eastbound off- and on-slip roads, providing east-west continuity for NMUs travelling along the Coast Road cycle route.

7.7 In terms of its positive economic and transportation benefits, the principle of the proposal is strongly supported by North Tyneside Council as it aligns with the Authority’s policies relating to infrastructure improvements and the continued growth of the A19 corridor as a key location for employment within the Borough, and the policies of the North East Local Enterprise Partnership (NE LEP). The proposed scheme will not only benefit the North East as a whole, but will also support traffic flows on the local highway network and improve NMU provision, with benefits for all road users.

Neutral Impacts

Noise – Operational Phase

7.8 The Council is satisfied with the methodology used for chapter 10 Noise and Vibration assessment of the Environmental Impact Assessment (Vol. 2 Main Text).

7.9 When the scheme is completed the noise levels in some areas will increase due to increased traffic movements but levels in other areas will decrease. The modelling undertaken assumes that a thin surfacing system will be used on road surfaces to reduce noise. To ensure a neutral impact, it must be a condition of the DCO that the type of surfacing to be used on the development is submitted, agreed in writing and thereafter implemented and maintained in accordance with supplier’s guidelines. No other mitigation measures are proposed for the operational phase of the development as the developer
advises that the use of acoustic screening would be negated by the reduced benefits of the attenuation provided and the extent of soft landscaped surfaces.

7.10 Operational noise was considered from short term opening year 2018 and long term 2033. Comparison of do minimum with do something indicates despite the increase in traffic to be expected from the improvements, the majority of residential properties close to the road corridor will experience a negligible daytime noise increase and some properties will experience a negligible decrease in noise both in short and the long term. In the opening year there will be a minor adverse impact of less than 3dB on a small number of properties, a greater number will experience a negligible increase.

7.11 There is uncertainty in the assessment carried out in relation to night time noise as there is no specific prediction methodology. A 9.5dB value has been taken from the predicted L10 values. This identified some negligible adverse impact. This would suggest it is important to ensure appropriate consideration is given to those properties that may require appropriate grants. A 1dB increase above the Noise Insulation criteria level would be eligible for grant. The modelling suggests no dwelling would be eligible for grants.

7.12 The Council considers, due to uncertainties in modelling it should be a requirement for validation noise monitoring to be carried out in opening year, within 6 months of completion of construction work, at a representative number of properties identified in the model as adversely affected.

7.13 Proposed condition 3 of Requirement 8 of the draft DCO requires the agreement of a Construction Environmental Management Plan which will construction impact mitigation measures detailed in the EIA to be implemented. The Council is satisfied that compliance with that condition will ensure that the impact of the construction works will remain neutral.

7.14 On completion of the development, the Council would wish to see a commitment to undertake noise monitoring within the first 6 months of the
improved junction being open to traffic so as to validate (or not) the predictions from the noise model which indicate that no properties would experience an increase in noise levels which would trigger grant eligibility in relation to Noise Insulation requirements.

**Ground Conditions**

7.15 The Council notes from the Environmental Assessment Report Volume 2: Main Text that no soil SGV/GACs were exceeded within the Made Ground and natural strata for commercial/industrial end use and no asbestos fibres were identified. Therefore, potential chronic risks to onsite construction and maintenance workers have not been considered further within the assessment.

7.16 In terms of ground gas assessment, as the area of land is currently used as a road, and will remain in this use, the normal approach to the assessment of risk using National House Building Council or Construction Industry Research and Information Association (CIRIA) screening values is not considered appropriate as there are no buildings (i.e. confined spaces) to which the concentrations present a risk. However:

- the elevated concentrations of carbon monoxide represent an acute potentially toxic hazard to operatives in enclosed excavations. Carbon monoxide also represents a potential explosive risk, though typically at concentrations above those reported during the GI; and
- the depleted oxygen and elevated carbon dioxide concentrations represent a significant asphyxiant hazard to operatives in enclosed excavations.

7.17 In order to protect construction workers and maintenance workers mitigation measures have been proposed and should form part of a final Construction Environmental Management Plan.
Landscape and Visual Impact

7.18 Local impacts have been addressed in the Landscape and Visual assessment contained in the submitted EIA (Vol. 2 Main Text). The Council is satisfied with the methodology used to assess the impacts. In terms of existing landscaping, there are planting works associated with areas of open space, ponds and drains, footpaths, and national and local cycleways. Linear areas of trees and understory planting line exist along the A19(T) and A1058 and provide a degree of screening of the junction from the surrounding areas. The roundabout area itself comprises a mixture of trees, ornamental shrubbery and amenity grass underneath the A1058 which passes above. These are identified on the environmental constraints map (found in the EIA Appendices – Vol.3 Section 1, Figure 1.3) which highlight the relevant designations, sensitive receptors and other notable features within 1km of the proposed development site.

7.19 The choice of viewpoints and visual receptors considered in the visual assessment is fairly representative of the area. The main visual impacts of the development would relate to the cuttings and embankments associated with the route and the loss of trees associated with this. It is considered that the landscape impact of the development on distant views would be acceptable although more immediate views would be more significant and more difficult to mitigate. This can only be supported by a detailed visual assessment which includes photomontages and cross sections to scale, with fully dimensioned with accurate heights for all features including any associated structures and depths of cuttings and a landscape scheme that includes the protection of on and off-site tree planting, and replacement planting that would continue to screen views and contain the effect of the proposals.

7.20 The works will inevitably impact on trees and wider landscape character along the route in both the short term and long term with permanent adverse visual impacts associated with the earthworks and widening on the A19(T). The submission notes that the scheme ‘will require the removal of linear woodland and vegetation and that mitigation through landscaping / planting and other
visual barriers such as hoarding and fencing (during construction) will be used to reinstate the boundaries of the land to be sympathetic to the existing landscape. Therefore any adverse impact is likely to be temporary, and there would be improvements as newly planted landscape proposals mature, therefore, it is unlikely to be a significant effect. Given the nature and extent of the proposed permanent works, and taking into account the visual context provided by the existing highway, it is considered that the permanent visual and landscape impacts of the proposed development are not likely to be significant.

7.21 The Council notes that this is consistent with the Screening Opinion which also concluded that the permanent visual and landscape impacts of the proposed development are not likely to be significant and a proposed planting strategy would reinstate the boundaries and thus minimise adverse landscape and visual impacts. The study area was initially identified as a minimum of 1km distance from the ‘Scheme Footprint’, however the study area has since been further refined to take account of changes in the Scheme design, potentially longer distance views of the Scheme Footprint and the inclusion of construction compounds. This has been extended, where necessary, to include all views of the Scheme, as the Zone of Visual Influence (ZVI) represents the area of land in which there would be a view of any part of the Scheme.

7.22 Furthermore the cumulative effects associated with other developments that have been considered in the local area include housing developments at Howdon Green Industrial Estate, the Covers (former cricket ground) and Willington Quay in Wallsend and employment developments at the Tyne Tunnel Trading Estate, West Chirton Industrial Estate and Cobalt Business Park. In addition, the proposed Testos junction improvement scheme in South Tyneside has been considered. Assuming that mitigation measures are implemented, it is not anticipated there will any significant cumulative effects generated as a result of the scheme during construction and operation. No other road infrastructure projects are currently planned within the vicinity of the proposed project. Other projects and proposals within the area will need to
be monitored in order to ascertain whether or not there are likely to be significant cumulative effects. On the basis of the existing information, significant cumulative effects are unlikely to occur.

7.23 Condition 4 of Requirement 8 would deal with landscaping and the Council is satisfied that the condition is appropriate to ensure that replacement landscaping of a satisfactory standard is provided as part of this development.

Archaeology and Heritage Assets

7.24 The County Archaeologist who provides advice to North Tyneside Council was consulted by WSP who prepared the archaeology chapter of the EIA and is satisfied with the methodology used to evaluate the scheme impacts.

7.25 The site of the proposed work is not of significant archaeological interest. The construction of the existing road network is likely to have destroyed any archaeological remains within its footprint. There are no Scheduled Ancient Monuments, listed buildings, registered parks and gardens, Conservation Areas, World Heritage Sites or registered battlefields within the site.

7.26 Within the site there are three coal pits (Belle Pit, Millbank Pit and Flatworth Pit). The first two pits will have been destroyed by the creation of the A19 but Flatworth Pit lies in the open ground in Tyne Tunnel Trading Estate and may survive. The Wallsend Waggonway from Millbank Pit to Bell and Venture Pits will also have been destroyed by the A19.

7.27 The archaeological potential of the site is considered to be low. The significance of residual effect is negligible. The only part of the site with any archaeological potential is the greenfield/brownfield area east of the A19 which will be used as a site compound. There are two options for archaeological work: archaeological trial trending in advance of development work commencing or a watching brief during development. Having an archaeologist on site on a permanent basis undertaking a watching brief while the site compound is created will cost a lot of money for probably little
archaeological gain. The Council has agreed with WSP that a better option is for a small number of trenches to be excavated by an archaeologist before work starts. This will allow any archaeological remains to be dealt with before work starts.

7.28 In this regard, the Council will expect to see that any DCO granted is clear that if archaeological remains are found in the preliminary trenches (which will cover a maximum of 2% of the compound area), further archaeological excavation would be required to fully record those remains, if they are at threat from the proposed development. Conditions 8 (1)-(2) of Requirement 8 of the Draft DCO would appropriately address this issue.

7.29 If no archaeological remains exist the site can be handed over to the developer at the conclusion of the preliminary trenches with no further archaeological intervention required. Conditions 8 (4)-(6) would deal with any unexpected remains identified after works commence.

7.30 Para 3.2.7 of the Construction Environmental Management Plan (page 15) refers to the need for a watching brief. It should say evaluation trenching.

7.31 Subject to the conditions set out in the draft DCO being imposed, the Council considers that the impact of the works on archaeology would be neutral.

**Ecological Impacts**

7.32 The site is located within a wildlife corridor identified in the adopted UDP. Local planning policy seeks to ensure that the development which would have an adverse effect on the biodiversity of a wildlife corridor is not supported. Where development does take place, appropriate measures of mitigation should be required to compensate for any adverse impacts (UDP policy E12/6).

7.33 The Council is satisfied that appropriate surveys have been carried out to assess the value of the habitat and the presence of any protected species.
None were found. The Council is satisfied that with appropriate mitigation in place, the impact of the development on local biodiversity would be neutral.

7.34 Condition 9 of Requirement 8 deals with the requirement to submit an ecological management plan which the Council considers is an appropriate means to ensure that biodiversity is protected where possible and appropriately compensated where lost.

**Negative Impacts**

**Construction Impact**

**Traffic and Transportation**

7.35 A Traffic Management Plan (DCO document TR010017/7.3) has been submitted for the proposed construction period, which has a duration of 119 weeks starting in spring 2016 with weekday hours of 07:00-19:00 and 08:00-14:00 on Saturdays with a small amount of night working or Sunday working should the need arise. The Contractor will employ the following traffic management measures to manage traffic through the works during the construction phase:

- Temporary speed limits
- Speed enforcement
- CCTV
- Breakdown and recovery service
- Temporary road/footway/PROW closures and associated diversions

7.36 The document provides the position at this point in time. Following the appointment of the Contractor, it is expected that proposals will be further developed in conjunction with the HA, Contractor and Local Highway Authority and that regular dialogue will continue throughout the duration of construction.
Noise and Vibration

7.37 The Council notes that the noise modelling overestimated the existing noise levels around Silverdale School and Blackhill Avenue by 7dB but all other results obtained a good fit. The ambient noise levels should utilise the measured noise levels to determine the noise category and therefore the magnitude of change. This was done for Silverdale School but for Blackhill Avenue the average predicted daytime noise levels were used placing in higher category and therefore reducing the magnitude of effect.

7.38 This has not however affected the overall findings that during construction phase, mitigation measures will be required to minimise noise and vibration particularly for works that the consultant has indicated will require out of hours work due to health and safety and traffic issues. Any work occurring out of normal operation times, during evenings, weekends and particularly at night will require prior agreement and consent with the Council as well as advance notice to the local community. It will also be necessary for validation noise monitoring to be carried out periodically during construction phase to ensure noise level are kept below predicted and agreed parameters. It would also be necessary to consider the measured values when considering assessment under the Noise Insulation Regulations for grants.

7.39 The construction phase was considered in relation to different activities and generic noise values derived either from WSP’s own database or from BS5228 when available. Such information will therefore will need to be reviewed when actual machinery and activities are known for any out of hours work and periodic noise monitoring carried out.

7.40 The majority of activities will lead to a negligible adverse significance during day except during road construction laying close to Silverdale School which will have medium effect and low effect about Melrose Gardens and Henley Gardens. Mitigation measures such as hoarding should be considered or coincide this work with school holidays. There will be low to moderate effect
from construction activities resulting in minor to moderate adverse impact during out of hours work.

7.41 The assessment is based on BS5228 only which looks at noise over a one hour period during evening and night and a 12 hour period during the day. Impact noise from pile driving should be considered in relation to statutory nuisance and limited to the less sensitive day time period of 8:00 to 18:00 hours as highlighted in Table 10.5 rather than the proposed time of 07:00 hours to 19:00 hours.

7.42 The Council would expect any proposed night time work to consider a shortened assessment period of 15 minutes in accordance with BS4142 to allow impact noise and short time periods of activities which may cause sleep disturbance to be considered. The Council would wish to see justification for out of hours work providing justification and to see evidence as to how the contractor can limit out of hours work to evenings and weekends which although disturbing will have less of an impact on sensitive residential premises than night time work. The Council notes that it will no longer necessary to consider the Travelodge Hotel as this is no longer occupied.

7.43 BS8228 indicates reasonable internal noise levels in bedrooms to prevent sleep disturbance arises from 8 hour equivalent noise level of 35 dB and maximum noise level of 45 dB. It is therefore important that short term impact noise is considered as well as the prevailing noise level without the construction. For example Tiverton Close residential receptor experiences elevated existing noise levels so night time work would have medium and low effect from tie in work and concrete repairs respectively. The predicted façade noise levels at Tiverton Close from night work from tie in and concrete work is 65 and 57 dB over one hour and this would lead to elevated internal noise levels particularly with regard to the tie in work.

7.44 The consultant has indicated eligibility for noise insulation would appear to be required for Henley Gardens if night time work occurred during gas diversion
works. This assessment should also be considered with regard to Blackhill Avenue.

7.45 Vibration noise will arise from vibrating rollers during surfacing work however it was considered to be negligible as it would be short duration.

7.46 To minimise the local impact of construction works on residential receptors close to the construction area, the Council would expect to see the following issues addressed:

- Construction times restricted to between the hours of 07:00 and 19:00 hours Monday to Friday and 07:00 to 13:00 hours on a Saturday and at no time on a Sunday or Bank Holiday.
- Exceptions to these operating times should be agreed in consultation with the Council and any mitigation measures implemented prior to operation.
- Justification for operating outside the permitted times, details of the proposed operating times and details of activity together with mitigation measures and predicted noise readings at noise sensitive housing should be submitted. This is essential for any tie–ins at slip road work, concrete repairs, road layering works and works to Middle Engine Lane and railway structure and gas diversion works.
- During construction periodic noise monitoring should be carried out at agreed intervals or when a new activity is occurring or whenever there is out of hours work and within 48 hours of notification of complaint measured at nearest noise sensitive receptor to the activity. The noise measurement should be carried out over a minimum 15 minute period giving maximum noise level and equivalent noise level in accordance with BS4142 with comments made of activity occurring.
- During construction, if complaints are received with regard to vibration it would be expected that vibration monitoring would be carried out within 48 hours of notification.
- Any noise or vibration monitoring must be available to an authorised officer of the Council within 48 hours of request.
- A noise management plan should be agreed and implemented during construction taking into account the location of the delivery area, acoustic screening around the delivery yard, super-silenced generators and other mitigation measures as described in BS5228-1. This plan may be submitted in activity or section phases at least 14 days prior to commencement.

7.47 Compliance with these requirements can form part of a submission under Condition 3 of Requirement 8 relating to the Construction Environmental Management Plan. With such measures in place the Council would be satisfied that the negative impacts of the construction phase can be appropriately mitigated.

**Air Quality**

7.48 The Council agrees with the methodology used in the EIA which is in accordance with HA207/07. Assessment of the development once operational has concentrated on nitrogen dioxide which is a pollutant linked to traffic. Particulates were not assessed in detail as it was considered that the 3 real time monitoring locations in the area, including in South Tyneside, were showing annual mean values 50 per cent less than the Air quality objective such that there was no likelihood of exceedance of the air quality objective.

7.49 Air quality modelling for nitrogen dioxide was used to determine the air quality impact of do something compared with do minimum validated using North Tyneside diffusion tube data in 2012 and 6 month diffusion tube monitoring at relevant receptors. It was found that there will be a slight increase in air quality about residential premises of Murrayfields created by the operation of the scheme compared without the scheme in 2018. This is due to an increase in traffic using the slip road onto the A19 from Holystone roundabout. The increase is however negligible being less than 1.8 Ug/m3 and well below the air quality objective.

7.50 The 6 month baseline data had a number of exceedances of the air quality objective however they were considered not representative of a relevant
exposure eg. facade of residential house as identified in table 4.1 derived form the local air quality management technical guidance 09.

7.51 The air quality assessment is based on those receptors where exceedances of the air quality thresholds occur. An increase in air quality not resulting in exceedance of air quality is insignificant. Regionally there will be an overall increase in emissions.

7.52 The nitrogen dioxide from construction will affect areas adjacent to access construction traffic, construction routes were not known and were assumed to be the arterial routes A19 and A1058. The number of HGV movements was 72 per working day and it is considered to cause slight negative to neutral significance. It is recommended that a construction traffic management plan is implemented as submitted in outline at Appendix 1 to consider speed limits.

7.53 During construction earth works will cause a moderate to large negative effect without a dust mitigation plan. It is understood that the dust mitigation plan is to be incorporated into the Construction traffic management plan. The Council would wish to ensure that a dust mitigation plan is submitted to consider the location of stockpiles and fines, wheel washing and road washing and to consider bunding of fine material and the provision of water suppression for use in dry conditions.

7.54 To minimise the local impact of construction works on residential receptors close to the construction area, the Council would expect to see the following issues addressed:

- A dust management plan which provides for the following: storage and handling of stock piles and fines, water suppression of service roads, wheel washing, visual dust monitoring and logging and recording of actions, frequency of water suppression in different weather conditions with log of actions taken and the location of any dust generating equipment such as a stone crusher
Local Impact Report - North Tyneside Council

- A construction traffic management plan to include details of the location of construction traffic, maintenance of vehicles and implementation of speed limit within scheme footprint.

7.55 Compliance with these requirements can form part of a submission under Condition 3 of Requirement 8 relating to the Construction Environmental Management Plan. With such measures in place the Council would be satisfied that the negative impacts of the construction phase can be appropriately mitigated.

**Landscape and Visual Impact**

7.56 It is anticipated that the scheme would cause some temporary negative effects as a result of views of the construction activities from Silverdale School and playing fields, some residential area, recreational facilities/routes, and employment facilities where the existing screening effect of the existing landscape will be compromised. Views from these properties, school and community facilities would be permanently changed when the scheme is in operation, although these effects, according to the visual assessment, would not be significant.

7.57 Much of the planting associated with the A19 is of an urban nature with much of the landscape being planted in association with the highways to provide screening from the neighbouring/adjoining areas. The planting to the south of the Coast Road is structural, screening and mainly deciduous. The section of the route north of the Coast Road is a mix of structural, screening and ornamental planting. A small section of the route is located within designated wildlife corridor as (defined by the UDP), and the route is not covered by any specific landscape designations. However the open spaces to the east of Henley Gardens and Blackhill Avenue are designated as ‘general open space’ by its virtue of their association with and proximity to residential areas.

7.58 Whilst there are no trees subject to a Tree Preservation Order (TPO), the tree planting adjacent to the transport routes are valuable in terms of amenity,
screening and biodiversity. Of particular relevance is UDP policy E14 - protection of Trees and Landscape where any development ‘will seek to protect and conserve existing trees and landscape features within the urban environment and will encourage new planting in association with development, whenever possible, in other suitable locations’. As expected with a project such as this, the loss of trees is inevitable.

7.59 In addition to the direct loss of trees associated with the highway or the ‘scheme’, further loss and decline of adjacent trees whose roots extend within the larger working area can be anticipated. The Council considers that to assist in mitigating the impact of development on the best trees an Arboricultural Walkover Survey should be undertaken to identify individual and groups of trees with assigned quality and value categories to the trees in accordance with BS5837:2012 ‘Trees in relation to construction – recommendations’. This would provide more detailed preliminary guidance on the constraints represented by the trees on the development of the site. This appraisal is not expected to be a full BS5837 survey but should aim to provide some consideration of root protection in accordance with BS5837 to trees located within the most vulnerable areas.

8 CONSIDERATION OF THE IMPACT OF THE PROPOSED PROVISIONS AND REQUIREMENTS WITHIN THE DRAFT ORDER

8.1 This section considers the requirements, as set out in Schedule 2 of the draft Order, to offset and mitigate the impacts arising from the proposal. The proposed articles and requirements set out in the draft DCO would in effect operate in the same way as conditions imposed on a normal planning decision. The requirements of the draft DCO seek to address and mitigate all of the potential environmental impacts of the scheme as set out in the ES.

8.2 The Council has reviewed the draft DCO requirements as part of its preparation of this LIR and is satisfied that all potential environmental impacts arising from the development would be adequately dealt with. No additional requirements are recommended at this stage.
9 CONCLUSIONS

9.1 This report has been produced to consider the Local Impacts of the A19/A1058 junction improvement on North Tyneside.

9.2 This report has been prepared in accordance with the advice and requirements as set out in the Planning Act 2008, the Localism Act 2011 and Advice Note One: Local Impact Reports (Version 2, April 2012, The Planning Inspectorate).

9.3 The delivery of junction improvement works at this location has been an ambition of the Council for a number of years. There is congestion at this key junction which is centrally located in the Borough and this development will provide a means to relieve congestion and improve the free flow of traffic through the junction. In doing so, it also improves conditions for non-motorised users accessing the facilities in and around the junction.

9.4 The construction of highway improvement works inevitably has some impact on the local landscape, ecology and amenities in terms of noise and air quality. Construction works can also have a temporary adverse impact on traffic movement. The Local Impact Report demonstrates however, that the Council is satisfied that whilst there will be some negative local impacts, primarily during the construction of the improvement works, none are so significant as to lead to the Council to object to this scheme. The Council is satisfied that the impacts can be appropriately controlled by conditions imposed on any DCO granted.

9.5 The Council welcomes this development which will significantly improve traffic flows at this key junction, relieving congestion and improving accessibility to, from and within the Borough adding to the attractiveness of living and working in the Borough, improving access to new economic development and housing locations. It is in accordance with national and local planning policy.
APPENDIX A – UDP POLICIES

A19 / A1058 COAST ROAD JUNCTION IMPROVEMENT SCHEME

North Tyneside Council
March 2015
S2 THE LOCAL PLANNING AUTHORITY WILL PROMOTE MEASURES TO SECURE A GOOD QUALITY AND SAFE ENVIRONMENT IN THE BOROUGH’S SHOPPING CENTRES BY:

(I) GIVING PRIORITY TO MEASURES TO ASSIST PEDESTRIAN AND CYCLIST MOVEMENT.

(II) INTRODUCING TRAFFIC MANAGEMENT AND CALMING.

(III) IMPROVING ACCESS TO AND WITHIN THE SHOPPING AREAS AND ENSURING IT MEETS THE NEEDS OF THE ELDERLY, PEOPLE WITH DISABILITIES, WHEELCHAIR USERS, AND CARERS WITH YOUNG CHILDREN IN PRAMS/PUSHCHAIRS.

(IV) PROMOTING A HIGH STANDARD OF DESIGN.

(V) ENCOURAGING THE FULL USE OF VACANT AND DERELICT SITES AND PREMISES WITHIN CENTRES WHICH WOULD CONTRIBUTE TO IMPROVING OVERALL STANDARDS.

(VI) SUPPORTING PROMOTIONAL AND CENTRE MANAGEMENT INITIATIVES.

(VII) GIVING PRIORITY TO MEASURES TO IMPROVE PERSONAL SAFETY AND SECURITY.

S3 THE TOWN CENTRES OF WALLSEND, NORTH SHIELDS AND WHITELY BAY AS DEFINED ON THE PROPOSALS (INSET) MAP WILL CONTINUE TO BE MAINTAINED AND ENHANCED AS THE MAIN FOCUS FOR RETAIL PROVISION AND ASSOCIATED FACILITIES BY:

(I) DEFINING THE AREAS OF PRIMARY SHOPPING FRONTAGE AND DEVELOPING DETAILED PROPOSALS TO ENSURE THE DOMINANCE OF RETAILING.

(II) IDENTIFYING DEVELOPMENT, REDEVELOPMENT AND REFURBISHMENT OPPORTUNITIES.

(III) IMPROVING THE CENTRES ENVIRONMENT.

(IV) IMPROVING ACCESSIBILITY.

S6 THE LOCAL PLANNING AUTHORITY WILL SEEK TO MAINTAIN AND ENHANCE THE ROLE OF LOCAL SHOPPING CENTRES WHERE FEASIBLE TO ENABLE THEM TO CONTINUE TO MEET THE NEEDS OF THEIR CATCHMENT POPULATION BY:

(I) UNDERTAKING EXTERNAL ENVIRONMENTAL IMPROVEMENTS.

II) DECLARING COMMERCIAL IMPROVEMENT AREAS.

III) UNDERTAKING IMPROVEMENTS TO PREMISES.

IV) IMPLEMENTING TRAFFIC MANAGEMENT, ACCESS AND PARKING SCHEMES IN ACCORDANCE WITH POLICY T10.

(V) SUPPORTING PROPOSALS FOR NEW RETAIL INVESTMENT APPROPRIATE TO THE ROLE OF THE CENTRE.

TRANSPORTATION

Aim

3.43 Ensure that transportation improvements assist urban regeneration, support town centres, facilitate further investment in industry and housing and enhance the environment.

3.44 Other elements of the UDP will ensure that land use proposals are well related to the transportation system recognising the need to contain urban sprawl, reduce the need for car journeys, conserve energy and permit the choice of more energy efficient public transport.

Objectives

3.45 to provide a safe and efficient transport system for North Tyneside

• to reduce pollution, congestion and accidents

• to maximise the efficient use of existing transport networks and facilities

• to improve mobility and accessibility particularly for non motor car users and disadvantaged groups.

• to promote an additional River Tyne crossing point

• reducing the need to travel by facilitating a range and mix of land use patterns in close proximity to where people live

• directing major trip generating developments to locations where they can be reached by means of transport other than the car

• promoting usage and directing investment towards public transport, cycling and walking; and...
• implementing travel demand management measures, such as parking restraint, to encourage people to modify their travel behaviour.

• Although the basis of the new policy agenda is to improve public and non-motorised modes of transport, it appreciates that the car remains a very important means of transport for a large number of people. The road network in the Borough is largely complete and priority will be given to the maintenance of existing roads and management of the network rather than building new ones. There are nevertheless some instances where new roads need to be built.

PART 1 POLICIES

T1 THE COUNCIL WILL GIVE PRIORITY TO THE CONTINUED DEVELOPMENT OF AN INTEGRATED PUBLIC TRANSPORT SYSTEM.

T2 DEVELOPMENT PROPOSALS WHICH UTILISE SPARE CAPACITY IN THE EXISTING PUBLIC TRANSPORT NETWORK WILL BE ENCOURAGED.

T4 A HIGH PRIORITY WILL BE GIVEN TO ASSISTING PUBLIC TRANSPORT OPERATION BY GIVING PRECEDENCE TO BUS MOVEMENTS ON CONGESTED ROUTES, IN TOWN CENTRES AND AT METRO INTERCHANGES AND BY PROMOTING IMPROVEMENTS TO EXISTING PUBLIC TRANSPORT PASSENGER FACILITIES.

T6 THE HIGHWAY NETWORK WILL BE IMPROVED IN ACCORDANCE WITH THE COUNCIL’S GENERAL OBJECTIVE OF:

(I) IMPROVING CONDITIONS FOR PUBLIC TRANSPORT AND

(II) IMPROVING SAFETY AND CONVENIENCE ON THE PUBLIC HIGHWAY, AND

(III) PROTECTING AND IMPROVING THE BUILT AND NATURAL ENVIRONMENT, AND

(IV) IMPROVING CONDITIONS FOR PEDESTRIANS, ESPECIALLY FOR THOSE PEOPLE WITH DISABILITIES, AND

(V) PROVIDING FOR CYCLISTS; AND OTHER NON-MOTORISED USERS, AND

(VI) IMPROVING ACCESSIBILITY TO MAIN EMPLOYMENT, RESIDENTIAL AND OTHER AREAS.

IN THIS CONTEXT, THE COUNCIL WILL CONSIDER THE NEED TO INCREASE THE EFFICIENCY OF A HIGHWAY IN ORDER TO MEET SOME OR ALL OF THESE GENERAL OBJECTIVES.

T7 DEVELOPMENT REQUIRING IMPROVEMENTS TO THE HIGHWAY NETWORK WILL NOT BE ALLOWED UNLESS:

(I) APPROPRIATE CONTRIBUTIONS RELATED DIRECTLY TO THE IMPACT OF THE PROPOSALS ARE OBTAINED FROM DEVELOPERS;

(II) THE OPERATIONAL ECONOMIC AND ENVIRONMENTAL INTERESTS OF THOSE AFFECTED BY DEVELOPMENT ARE PROPERLY SAFEGUARDED;

(III) IT IS AGREED WITH THE APPROPRIATE HIGHWAY AUTHORITY; AND

(IV) APPROPRIATE PROVISION IS MADE FOR PUBLIC TRANSPORT, PEDESTRIANS, CYCLISTS AND HORSE RIDERS.

T8 CYCLING WILL BE ENCOURAGED BY:

(I) PROVIDING A SIGNED NETWORK OF CYCLE ROUTES SEPARATE, WHERE POSSIBLE, FROM MAJOR TRAFFIC FLOWS;

(II) ENSURING THAT CYCLISTS’ NEEDS ARE TAKEN INTO ACCOUNT IN THE DESIGN OF HIGHWAY AND TRAFFIC MANAGEMENT SCHEMES;

(III) ENSURING CYCLISTS’ NEEDS ARE CONSIDERED AS PART OF NEW DEVELOPMENT AND WHERE APPROPRIATE REQUIRING THAT FACILITIES, INCLUDING PARKING, ARE PROVIDED, TO SATISFY OPERATIONAL REQUIREMENTS AND STANDARDS;

(IV) PROVIDING CYCLE PARKING FACILITIES AT APPROPRIATE LOCATIONS;

(V) PROVIDING ACCESS TO ROAD SPACE OTHERWISE SHARED BY BUSES AND SERVICE VEHICLES WHERE APPROPRIATE; AND

(VI) PROVIDING EDUCATION, TRAINING AND PUBLICITY WHICH ENCOURAGE SAFE AND GOOD CYCLING PRACTICE.

T9 THE NEEDS OF PEDESTRIANS, INCLUDING PEOPLE WITH DISABILITIES AND SPECIAL NEEDS, WILL BE GIVEN A HIGH PRIORITY WHEN CONSIDERING TRANSPORT AND DEVELOPMENT ISSUES.
APPENDIX B –
LOCAL PLAN CONSULTATION DRAFT (2015) POLICIES

A19 / A1058 COAST ROAD JUNCTION IMPROVEMENT SCHEME

North Tyneside Council
March 2015
North Tyneside Local Plan: Consultation Draft 2015

February 2015
10 Infrastructure

10.7 In line with national policy the aim of this Plan is to maximise the contribution made by those carrying out development requiring infrastructure, and minimise the cost to the public purse. Opportunities for other potential funding streams to support new infrastructure, such as LEP funding and Tax Increment Funding (TIF), will also be explored. Further detail on funding is available in the IDP.

Developer contributions and development viability

10.8 Developers can only be required to pay the costs of infrastructure for the development they propose to the extent that those costs do not render the development financially unviable, taking into account the costs of the development itself, the return that it could generate, and the alternative returns available to an investor. The contribution towards the cost of infrastructure required from a developer will therefore need to take the viability of the development into account.

10.9 Further, should the justified contribution to all the infrastructure required to support a development mean that the development would not be financially viable, then the Council will need to consider, in the light of all the material considerations, whether the development should be refused planning permission, or whether the development could be granted planning permission without some of that justified contribution, or whether the viability of the scheme should be reassessed during the construction phase of development. In the latter case the Council will need to consider its priorities in selecting the infrastructure for which contributions will be sought.

Mechanism for requiring developer contributions

10.10 Recent legislation allows developer contributions for infrastructure to be obtained through both planning obligations and the CIL. The CIL is a levy that councils can impose on new developments in order to raise money for infrastructure to support development in their area. The amount developers would be charged has to take into account the cost of the infrastructure required, and the economic viability of the development proposed.

10.11 Planning obligations are legal agreements (often known as Section 106 agreements) between a council and a developer. They can include steps the developer has to take to deal with the site specific impacts of a development such as payments towards infrastructure. Recent legislation has introduced limits on the scale of these payments to ensure that, with the introduction of the CIL, developers do not end up paying twice towards the same item of infrastructure.

Connectivity and Transport

10.12 The effective movement of goods and people is crucial in ensuring sustainable communities where people have access to a full range of employment, retail and leisure opportunities and education and health facilities. The focus of transport policy is on delivering improved accessibility whilst also reducing carbon emissions, primarily by encouraging active travel - walking and cycling - and public transport use but also through the use of less polluting technologies such as electric vehicles. Such changes can play an important role in encouraging healthier lifestyles.
The Tyne and Wear Local Transport Plan (LTP3, 2011) sets out the priorities for transport in Tyne and Wear and consists of an overall ten-year strategy (2011 to 2021) supported by separate three-year delivery plans. The Local Plan must support and complement the overall vision and objectives set out in the Local Transport Plan, including the key challenges of supporting economic development and regeneration, addressing climate change and supporting safe and sustainable communities.

Arising from this the key transport challenges for North Tyneside are:

- Improving accessibility within the Borough between residential areas and those for employment, commercial and community uses;
- Strengthening transport links, for both passengers and freight, to key locations elsewhere in the region and beyond including Newcastle Central Station, Newcastle Airport and the Port of Tyne; and,
- Encouraging greater use of more sustainable forms of transport and new technologies in order to help to mitigate the impacts of climate change.

The Tyne and Wear Integrated Transport Authority (ITA) formerly acted on behalf of the five Tyne and Wear councils in relation to strategic transport policy. It was responsible for significant transport assets, including the Tyne and Wear Metro and the Tyne Tunnels, as well as for overseeing major development projects. However ITA was dissolved on 15 April 2014 when the North East Combined Authority came into existence. This body assumed the transport functions of the former ITA whilst Nexus continues as the Combined Authority’s delivery body for transport in Tyne and Wear. The Combined Authority has a leading role to play working closely with the North East Local Enterprise Partnership (LEP) in creating the conditions for economic growth and new investment including the critical role that transport can play in supporting a growing economy.
10 Infrastructure

S10.3 Transport

Future provision of transport should reflect existing demand and also take account of planned economic and housing growth to ensure an integrated approach to sustainable development and travel patterns.

North Tyneside has a number of strategic transport links that perform an important role at a regional level. The A19 provides a vital north to south route from South Tyneside and Sunderland to Northumberland, connecting with the A1(M) at Seaton Burn, and there are a number of key east to west links providing access from Newcastle City Centre to the coast, including the A191, A1058 Coast Road and A193 Hadrian Road. The Metro system serves a large catchment of the population linking to key services and facilities, whilst the East Coast Main Line passes through the Borough and there is also being a comprehensive local bus network.

Public Transport

1) The Council, working with partners, will seek to secure a comprehensive, integrated, safe, accessible and efficient public transport network, capable of supporting development proposals and providing attractive alternative travel options by:

a. Supporting proposals to upgrade the Metro system through the 'all change' programme, including investment in new rolling stock and upgrading of existing stations and infrastructure.

b. Improving access to, and safety of, Metro stations to make them more attractive and welcoming.

c. Improving public transport interchanges to facilitate better integration between modes principally bus and Metro but also including provision for taxis, cycle parking and storage and car parking.

d. Working with Nexus, bus operators and major employers to maintain and enhance bus provision wherever possible. This will include improvement to services, improving accessibility, information and ticketing and proposals to address issues of safety.

e. Promoting and providing accessible transport options for persons with reduced mobility, including Community Transport and Demand Responsive Transport (DRT) services, working in partnership with the voluntary sector where appropriate.

f. Ensuring the retention and protection of essential infrastructure that will facilitate sustainable passenger and freight movements, including safeguarding of strategic transport routes for the future. In particular, development which would obstruct or constrain the use of existing or former railway lines for a variety of transport uses – including heavy rail, light rail, and cycleways – will not be permitted. Specific examples with potential for future investment are marked on the Policies Map and include:

- Ashington, Blyth and Tyne Railway (Seghill - Northumberland Park - Benton); and
- Northumberland Park - Percy Main/Howdon (Cobalt Corridor Link) including protection of key site at Earsdon Road, Shiremoor and sites for potential stations and access points along the route.

- Additionally, potential sites for new stations on the existing Metro network will also be supported where appropriate and linked to potential development sites.

The Road Network
2) The Council working with partners will seek to deliver targeted improvements to the road network to contribute to the economic development and regeneration of North Tyneside in order to support businesses, improve safety and environmental quality and minimise congestion.

In conjunction with the Highways Agency the priorities for improvement to the national strategic road network will be focused on the A19(T) including at the following key locations:

a. A19(T)/A193 Howdon Interchange;
b. A19(T)/A1058 Silverlink Interchange;
c. A19(T)/A1056 Killingworth Interchange; and,
d. A19(T)/A1(M) Seaton Burn Interchange.

The Council will also prioritise targeted improvements at other key points on the network including along the A188, A189 and A191 corridors, the A1058 Coast Road and on the A1056 Sandy Lane.

Other priorities for improvements to the local road network will be examined as and when required with further detail on the above schemes, and others, available in the Infrastructure Delivery Plan.

Pedestrians, Cyclists and Horse-Riders

3) The Council, working with its partners, will seek to provide safe, convenient, and accessible routes for pedestrians, cyclists, horse-riders and other non-motorised modes of transport, using green infrastructure links where appropriate, by:

a. Developing and implementing improvements to strategic and local walking and cycle routes in the Borough, including the National Cycle Network, local waggonways and other green infrastructure;
b. Improving the quality and safety of the public realm, implementing street-scape improvements, giving greater priority to pedestrians, cyclists and horse riders and fostering road safety; and,
c. Supporting cycle facilities that contribute to the local economy, providing it does not have a significant adverse effect on other recreational activities.
APPENDIX C – PROPOSED SITE PLAN

A19 / A1058 COAST ROAD JUNCTION IMPROVEMENT SCHEME

North Tyneside Council
March 2015