

Examination of Newcastle upon Tyne Development and Allocations Plan 2015 – 2030

Participant: Newcastle Great Park Consortium

Matter 4: Transport and Accessibility

1.0 Introduction

1.1 On behalf of our client, the Newcastle Great Park Consortium, comprising Persimmon Homes and Taylor Wimpey North East, we are pleased to submit this Matter 4 Hearing Statement to the Inspector in relation to the Examination of the Newcastle upon Tyne Development and Allocations Plan 2015 – 2030.

2.0 Question 4.1: Would Policy DM10 require developers to undertake work on land outside their control? How would this be secured?

2.1 The Consortium is concerned that Policy DM10 could require developers to undertake work on land outside their control to provide pedestrian and / or cycle links. This is because there could be situations where this is not appropriate and it is respectfully requested that a more flexible approach is sought.

2.2 The Consortium suggests the following changes to the policy and its supporting text to provide greater flexibility. This will ensure that this policy is justified and effective and hence the Plan is sound, in accordance with the NPPF (para. 35).

2.3 Policy DM10

“Development ~~will be required to~~ should seek to undertake the following, where appropriate and practical:

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

2.4 Paragraph 5.1.3:

“To improve accessibility for pedestrians and cyclists, developments should ~~are required to~~ provide links through sites and routes to the wider walking and cycling network, where possible. This includes the Public Rights of Way (PROW) Network and the pedestrian and cycle network. The PROW network is also important for equestrians. Developments should facilitate equestrian movement by enhancing the existing network through the creation of linkages and safe crossings, and by increasing access to the PROW network, where appropriate and practical. A pedestrian and cycling network plan will be developed based on the Department for Transport’s (DfT) Local Cycling and Walking Infrastructure Plans guidance and this will form part of the council’s Cycling Strategy.”

2.5 New paragraph 5.1.6

“The requirements of this policy do not apply to the existing sites with residential allocations within the Core Strategy and Urban Core Plan and / or with planning permission. This is because the approved masterplans and established masterplanning principles for these sites have been formulated to take into account site specific accessibility considerations.”

3.0 Question 4.2: Are Policy DM11 and the proposed modification in paragraph 5.2.3 of the supporting text consistent?

3.1 The changes to paragraph 5.2.3 require that developments must be served by existing or new bus services. For the reasons provided in response to question 4.1, the Consortium is concerned that the council could require new pedestrian / cycle links to be provided over third party land to reach either existing or new bus stops. It is respectfully requested that flexibility is incorporated into Policy DM11 through inserting the text *‘where appropriate and practical’*.