

Northumberland Local Plan

Employment Land Site Option Appraisal

Ponteland Site Option Appraisal

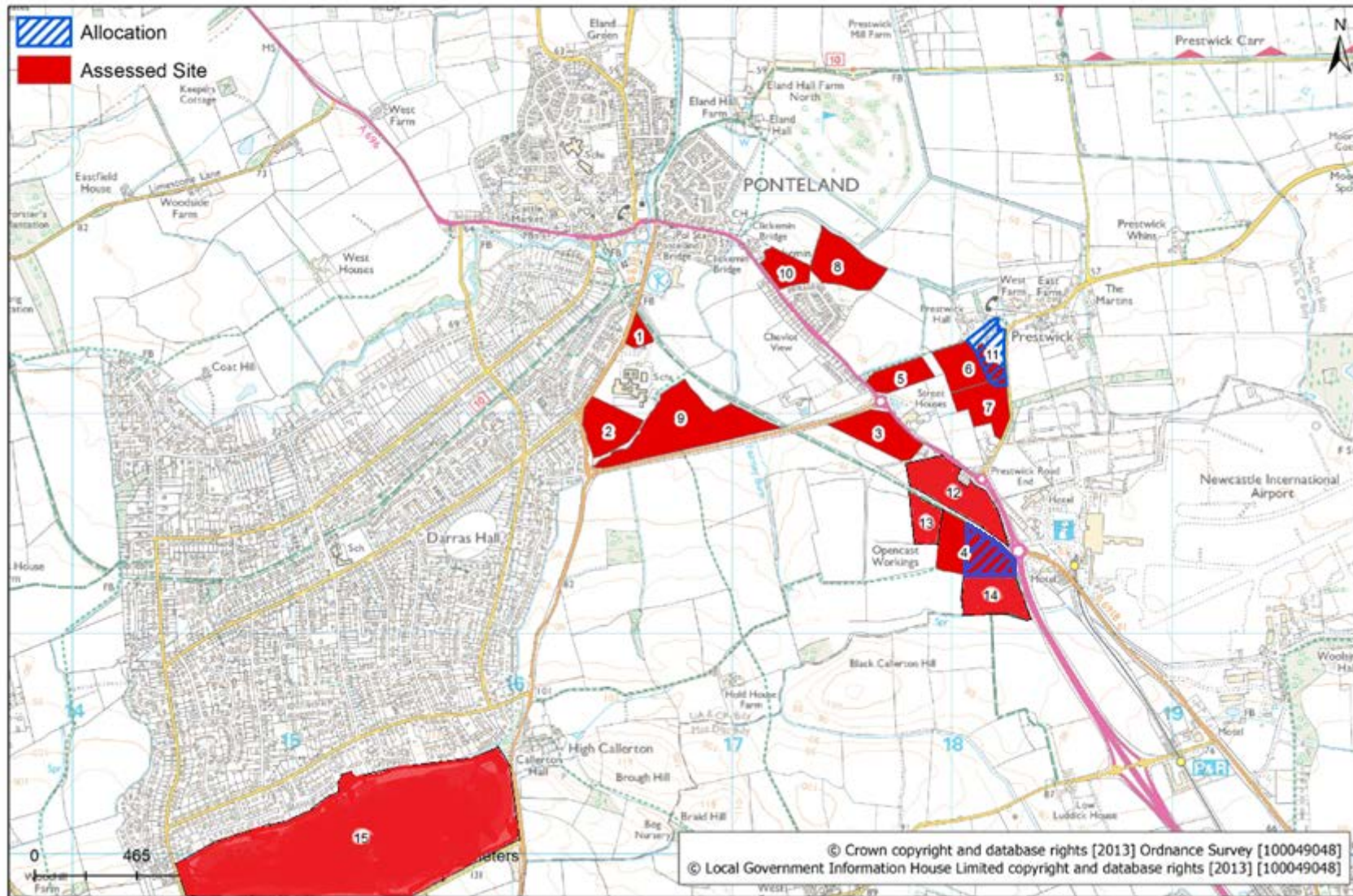
July 2018

1. Ponteland

- 1.1 The ELR (2011) noted a complete absence of available employment land in the town, despite reasonable levels of market demand. Industry consultation showed that Ponteland's excellent access to the strategic road network, the airport and the Tyneside market means that there is scope for additional land allocations to provide for office and light industrial development. In particular, there is significant demand for the former. It is recommended that allocation of around 5ha would be appropriate for all types of employment activity.
- 1.2 The conclusions of the ELR were reinforced in the ELPDS (2015), which concluded that there is a pressing need for land for both industry and offices, with around 5ha appropriate. Industry consultation showed that the market viewed Meadowfield Industrial Estate as not providing for modern need, that it is at capacity, that the market would particularly benefit from further high quality office development, and that the most appealing area for the market would be to the east of the town, maximising the good local transport links.
- 1.3 The town currently only has one allocated site, at Meadowfield Industrial Estate. As at the time of the original version of this assessment, the 4.6ha site had no land available for new development, and only 415sqm of floorspace available (data from 31st March 2015). This represents a vacancy rate of under 3%. The Prestwick Park office development was also nearly at capacity with 14 of the 15 business units currently occupied. This illustrates that constrained nature of the local market. The current constrained nature of the market is illustrated by the very low rates of new development in recent years with no land taken up in the 1999-2014 period and only 0.53ha developed for other uses.
- 1.4 Site options provide genuine alternatives for the allocation of land, but the following known constraints were considered when identifying site options. Site identification particularly considered the importance of unconstrained access, level topography for the development of large buildings, and issues and opportunities concerning current and planned infrastructure.
- 1.5 Options were provided to maximise the benefits of proximity to the A696, the Tyne and Wear Metro, and Newcastle International Airport. Sites to the north of the town were not identified because of the known traffic constraints stemming from the junction of Ponteland Road and Callerton Lane, which an employment allocation would likely accentuate. It was assumed that Ponteland was unlikely to be bypassed in the plan period, so this was not considered a viable mechanism to facilitate development to the north. Development to the west and to the south of Darras Hall would require Green Belt deletion into open countryside and would be distant from beneficial infrastructure serving Newcastle International Airport.
- 1.6 New sites have been suggested through the SHELAA call for sites in 2018. The additional sites that are assessed in this document, as a result of this call for sites, are limited to those that are in or well related to the town, (including Green Belt, as before), and which were put forward either for employment only or for mixed uses including commercial / employment. In this case, the four newly assessed sites are numbered 12 to 15. The assessments published in 2016 for Sites 1-11 are the same unless circumstances have changed on the ground.

Plan of Ponteland site options

Ponteland



2. Ponteland Site 1 – Land north of Ponteland High School

Site Area (Ha): 1.143

Easting: 416,575.774

Northing: 572,362.697

Indicative development mix (Assuming build out of 60% of the site and two storey building)

Use-class	Site coverage (%)	Floorspace (sqm)	Employees
B1a	100	13,716	1143

- 2.1 The site has previously been used as a combined police and fire station. A tree lined bridleway reruns to the east of the site. Residential development is located to the west beyond the B6323. The longstanding high school is to the south.



Criterion 1: Strategic Road Access

Criterion 2: Local Road Access and Impact

- 2.2 The site is located to the south of Ponteland town centre. The strategic road network can be accessed at Prestwick Road End Roundabout on the A696, approximately 2.5km away. The preferable means of accessing the SRN would be via the B6323 to the south and then east along the B6545 to access the A696. An alternative route would be north along the B6323, to access the A696 in Ponteland town centre.
- 2.3 In order to access the site, a priority junction would most likely be required due to the nature of the road. Pedestrian and cycle connections will be required.
- 2.4 The Transport Assessment, carried out in 2015 in association with the (now withdrawn) Core Strategy, identified constraints associated with a mini-roundabout and the A696 / Callerton Lane junction in Ponteland town centre. If increased traffic flows accessed the site from the north, this could exacerbate the problem. The Callerton Lane / Rotary Way and A696 / Rotary Way junctions to the south and east of the site are not identified as constrained. As identified above, this would be the preferable way of accessing the SRN and would have less impact upon the local road network.

Conclusion

- 2.5 While not directly connected to the strategic road network, Site 1 would have relatively good and unconstrained access to it, avoiding Ponteland town centre, and an appropriate means of access can be achieved from the B6323.

ELR site assessment score	
Criterion 1: Strategic road access	3
Criterion 2: Local road access and impact	3

Criterion 3: Site Characteristics and Development Constraints

Ground conditions

- 2.6 The majority of site 1 is level. The site is relatively small however, and an irregular shape. It would be suitable for the development of office developments without the need for substantial earthworks.
- 2.7 The site falls within a surface coal resource area. This does not necessarily mean that the site cannot be developed but unnecessary sterilisation should be avoided and reasonable alternatives should be favoured. An application would need to demonstrate the effect on the resource.
- 2.8 The site is mix of greenfield and brownfield, being used a police/fire station and incorporating grassed areas of trees. The area is identified as being of Grade 3 agricultural land, as is most of this area of Northumberland.

Biodiversity

- 2.9 The site includes a significant number of trees to the east and within the southern part.

- 2.10 Great crested newts have been recorded on the site and may represent a significant constraint to development. A range of other protected species has been recorded locally; the disused railway line to the east is known to have had badger sets on it in the past. As the site is located approximately 1km from an SSSI to the SW, further consultation would be needed with Natural England as part of any application as it may be in a SSSI impact risk zone.

Landscape and Green Infrastructure

- 2.11 The site is largely contained by a tree line to the east, the B6323 to the west and the middle school to the south. The site forms part of a green corridor which extends along the disused railway to form part of Ponteland Park to the northwest. Retention of trees along the eastern boundary will allow the corridor to be retained.
- 2.12 The Northumberland Landscape Character Assessment (2010) identifies the site to be within the 'coalfield farmland' character area. The area is impacted by "historic and ongoing mineral extraction which has affected large parts of the landscape, while urban fringe is also a key influence. This is a heavily modified landscape which has lost much of its natural landscape structure and which is dominated by man-made elements. However there are "there are pockets of unaltered rural character", particularly areas of ancient woodland. The guiding principle for the landscape is to "plan". It is suggested significant damage to landscape has already occurred and developments should try and restore and recreate where the landscape is damaged, or where key qualities remain their long term viability should be retained. In short, it is apparent that in general it is a landscape that can accommodate additional development.
- 2.13 The Northumberland Key Land Use Impact Study (2010) identifies that the landscape surrounding the settlement is locally characterised by parkland landscape and historic estates, which are considered to be of higher landscape sensitivity. The River Pont valley is also identified as being of higher sensitivity due to its importance as a landscape feature. The study identifies that to the east of Ponteland the landscape is locally modified and influenced by the airport and associated infrastructure, and is considered to be of lower sensitivity. It identifies that the potential exists to enhance the eastern settlement edge along the A696 through carefully planned new development.
- 2.14 While the site is not located in an area identified as being of lower landscape sensitivity, the landscape impact of developing this site, close to the town centre is not considered to be significant. The green space to the east of the site is identified as being a key characteristic of the settlement.

Flooding and water management infrastructure

- 2.15 The Northumberland Strategic Flood Risk Assessment (2015) indicates that there is no risk of fluvial flooding of the site, and only a very small area in the centre of the site is at lower risk of surface water flooding, which would not necessarily prevent development.
- 2.16 Consultation with NWL indicates that a water main runs along the boundary of the site and will require easements to protect it. The site will be able to drain foul sewage to a manhole in

Dungreen, or to larger diameter sewers nearer the town centre as part of a wider development.

- 2.17 The Northumberland Water Cycle Study (2015) indicates that the site is within the Kielder Water Resource Area and so there is no issue in terms of water supply.

Archaeology and historic environment

- 2.18 There are no listed buildings or other historic assets within or close to the site.
- 2.19 There is no known archaeological interest within the site. However, as per NPPF para 128 any planning application would require pre-determination evaluation (e.g. field walking, geophysical survey (that part not previously surveyed) and trial trenching) potential for unrecorded prehistoric or Iron Age/Roman period activity. Mitigation work will depend on results of this evaluation.

Rights of way

- 2.20 The site is not impacted by public rights of way. A bridleway along the line of the disused railway line runs along the eastern boundary of the site.

Conclusion

- 2.21 Other than biodiversity considerations, the site is largely unconstrained for an office development. The size and shape of the site may limit other B class uses. However, the presence of great crested newts on site, the potential for badgers close to the site and that other species have been recorded locally may impact upon development.

ELR site assessment score	
Criterion 3: Site characteristics and development constraints	4

Criterion 4: Proximity to urban areas, and access to labour and services

Criterion 5: Planning and Sustainability Factors

- 2.22 Previous Sustainability Appraisal work (2015) shows that the site scores highly against many of the criteria considered. Criteria against which issues were identified were in relation to highways access, agricultural land, local wildlife and the SSSI. Given that lack of a railway station in Ponteland, the site was marked down in terms of the distance to a railway station. These issues are examined in more detail in the site characteristics and development constraints section. With the exception of biodiversity considerations, it is not considered that the above issues will affect the sustainability of the site.
- 2.23 The site is located less than 500m from Ponteland town centre, by public bridleway. The town centre contains a range services which will be complementary for both staff and businesses. In terms of supply of labour the site is accessible from adjoining settlements and is relatively close to residential areas allowing for cycle and pedestrian access. A bus stop is already located approximately 300m away on Callerton Lane.

- 2.24 The site falls within the Tyne and Wear Green Belt. The Northumberland Green Belt Assessment (2015) reviewed the contribution of land parcels around settlements by testing their contribution to the main purposes of the Green Belt as defined in the NPPF.
- 2.25 The site is located within land parcel area PD08 – Rotary Drive, which covers the triangular area from the town centre to Rotary Way. The assessment identifies that the LPA makes a medium contribution to the purposes of the Green Belt. It indicates that there is a slight risk of ribbon development along the B6323, but that there are opportunities to create strong durable boundaries to prevent encroachment into the countryside.
- 2.26 Given that the site only forms a small part of the LPA, is located between the schools and the town centre and has strong boundaries to the east and west from the tree lined bridleway and the B6323, the development in this location is likely to have limited impact upon the purposes of the Green Belt.

Criterion 6: Compatibility of adjoining land uses

- 2.27 The site is adjacent to Ponteland Middle School which is located to the south, and is opposite residential development which is set back from the road. There is potential for the amenity of residents to be impacted depending upon the nature of development, although office use would be compatible. There is potential for conflict between transport associated with the site and students travelling to and from school.

Conclusion

- 2.28 The site is in a sustainable location, with the main constraints being protected species located on site, the size and shape of the site, and the potential for conflict with the adjacent school and the impact upon residential amenity. While located in the Green Belt, development in this location will have a limited impact upon the purposes of the Green Belt. The site is well situated in close proximity to Ponteland town centre.

ELR site assessment score	
Criterion 4: Proximity to urban areas and access to services and labour	5
Criterion 5: Sustainability and planning factors	4
Criterion 6: Compatibility of adjoining uses	3

Criterion 7: Market Attractiveness

Ownership and availability

- 2.29 The site was not proposed for employment use during in the ELR call for sites (2010) or in subsequent calls for sites. This Council owned site was identified by the Council as a potential employment site through its review of assets. However, since then, an application for the redevelopment of this site and sites to the north has been approved and this particular site is intended as a car park serving the school and associated facilities. Availability is therefore unlikely.

Development costs

- 2.30 The site already benefits from highway access, and utilities. Additional costs will be associated with providing an improved access and demolition of the existing structures.

Market demand

- 2.31 The Employment Land and Premises Demand Study (2015) identifies a shortage of industrial premises and capacity in the market for further office provision over the plan period. It indicates that the allocation of additional land at Ponteland should therefore be a priority for both uses.
- 2.32 The provision of land on the east side of Ponteland is supported by industry, to take advantage of proximity to the A696 dual carriageway and easy access to Newcastle, and to not accentuate local traffic issues. The location close to the town centre, with its complementary services, will be appealing for offices.

Conclusion

- 2.33 It is apparent that whilst there is likely to not be any abnormal development costs associated with the site, its availability is now unlikely. Nevertheless demand for development in the east of Ponteland is strong, and the town centre uses will be attractive for offices developments.

ELR site assessment score	
Criterion 7: Market attractiveness	4

Ponteland Site 1 – Land north of Ponteland High School

Total score

Ponteland Site 1	
Total site score	26

3. Ponteland Site 2 – Land south of Ponteland High School

Site Area (Ha): 4.628

Easting: 416,435.382

Northing: 571,939.567

Indicative development mix (Assuming build out of 40% of the site)

Use-class	Site coverage (%)	Floorspace (sqm)	Employees
B1a	80	14,809.6	1,234
B1c	20	3,702.4	79

- 3.1 The site is currently used as playing fields for Ponteland High School. The southern and eastern boundaries are tree lined, and are aligned with a burn. The high school is to the north. Residential development is located to the west beyond the B6323.



Criterion 1: Strategic Road Access

Criterion 2: Local Road Access and Impact

- 3.2 The site is located south of Ponteland town centre, and east of Darras Hall. The strategic road network can be accessed at Prestwick Road End Roundabout on the A696, approximately 2km away. The preferable means of accessing the SRN would be via the B6323 to the south and then east along the B6545 to access the A696.
- 3.3 In order to achieve access to the site, a remodelling of the existing mini-roundabout / junction to the west may be required to create a fourth arm. Pedestrian and cycle connections will be required.
- 3.4 The Transport Assessment, carried out in 2015 in association with the (now withdrawn) Core Strategy, identified constraints associated with a mini-roundabout and the A696 / Callerton Lane junction in Ponteland town centre. If increased traffic flows accessed the site from the north, this could exacerbate the problem.
- 3.5 Given the location of the site, access to the SRN is likely to be achieved avoiding the town centre, minimising the impact upon the local road network. The Callerton Lane / Rotary Way and A696 / Rotary Way junctions to the south and east of the site are not identified as constrained.

Conclusion

- 3.6 While not directly connected to the strategic road network, Site 2 would have relatively good and unconstrained access to it, avoiding Ponteland town centre. An appropriate means of access can be achieved from Callerton Lane.

ELR site assessment score	
Criterion 1: Strategic road access	3
Criterion 2: Local road access and impact	3

Criterion 3: Site Characteristics and Development Constraints

Ground conditions

- 3.7 Site 2 is level. It would be suitable for the development of large footprint commercial buildings without the need for substantial earthworks.
- 3.8 The site falls within a surface coal resource area. This does not necessarily mean that the site cannot be developed but unnecessary sterilisation should be avoided and reasonable alternatives should be favoured. It is also located within a Coal Mining Reporting Area. Any application would need to demonstrate the effect on the resource, and include a mining report. A small area in the south of the site is identified in the abandoned mines catalogue.
- 3.9 The site is greenfield, and used as school playing fields. The area is identified as being of Grade 3 agricultural land, as is most of this area of Northumberland.

Biodiversity

- 3.10 The southeast boundary of the site is lined with trees, aligned with the burn.
- 3.11 Great crested newts have been recorded on or adjacent to the site and may represent a significant constraint to development. A range of other protected species has been recorded locally. As the site is located approximately 1km from an SSSI to the SW, further consultation would be needed with Natural England as part of any application as it may be in a SSSI impact risk zone.

Landscape and Green Infrastructure

- 3.12 The site is largely contained by a tree line to the southeast, the B6323 to the west and the high school to the north. The site provides playing fields to the neighbouring high school. The loss of playing fields is likely to require mitigation measures to compensate for the loss of this asset.
- 3.13 The Northumberland Landscape Character Assessment (2010) identifies the site to be within the 'coalfield farmland' character area. The area is impacted by "historic and ongoing mineral extraction which has affected large parts of the landscape, while urban fringe is also a key influence. This is a heavily modified landscape which has lost much of its natural landscape structure and which is dominated by man-made elements. However there are "there are pockets of unaltered rural character", particularly areas of ancient woodland. The guiding principle for the landscape is to "plan". It is suggested significant damage to landscape has already occurred and developments should try and restore and recreate where the landscape is damaged, or where key qualities remain their long term viability should be retained. In short, it is apparent that in general it is a landscape that can accommodate additional development.
- 3.14 The Northumberland Key Land Use Impact Study (2010) identifies that the landscape surrounding the settlement is locally characterised by parkland landscape and historic estates, which are considered to be of higher landscape sensitivity. The River Pont valley is also identified as being of higher sensitivity due to its importance as a landscape feature. The study identifies that to the east of Ponteland the landscape is locally modified and influenced by the airport and associated infrastructure, and is considered to be of lower sensitivity. It identifies that the potential exists to enhance the eastern settlement edge along the A696 through carefully planned new development.
- 3.15 The study identifies the green space on which the site is located as a key characteristic of the landscape.

Flooding and water management infrastructure

- 3.16 The Northumberland Strategic Flood Risk Assessment (2015) indicates that there is no risk of fluvial flooding of the site. An area to the south of the site is at lower risk of surface water flooding, while areas adjacent to the burn are of intermediate risk. This would not necessarily prevent development.
- 3.17 Consultation with NWL indicates that a water main runs along the boundary of the site and will require easements to protect it. The site will be able to drain foul sewage to a manhole in Dunsgreen, or to larger diameter sewers nearer the town centre as part of a wider development.

- 3.18 The Northumberland Water Cycle Study (2015) indicates that the site is within the Kielder Water Resource Area and so there is no issue in terms of water supply.

Archaeology and historic environment

- 3.19 There are no listed buildings or other historic assets within or close to the site.
- 3.20 There is no known archaeological interest within the site. However, as per NPPF para 128 any planning application would require pre-determination evaluation (e.g. field walking, geophysical survey (that part not previously surveyed) and trial trenching) potential for unrecorded prehistoric or Iron Age/Roman period activity. Mitigation work will depend on results of this evaluation.

Rights of way

- 3.21 The site is not impacted by public rights of way.

Conclusion

- 3.22 The main constraints are the loss of existing playing fields and biodiversity considerations. While neither may prevent development, the presence of great crested newts on or adjacent to the site, and the potential loss of green infrastructure, may impact upon development.

ELR site assessment score	
Criterion 3: Site characteristics and development constraints	2

Criterion 4: Proximity to urban areas, and access to labour and services

Criterion 5: Sustainability and planning factors

- 3.23 Previous Sustainability Appraisal work (2015) shows that the site scores highly against many of the criteria considered. Criteria against which major issues were identified were in relation the existing land use and distance to a railway station. Minor issues were identified in relation to highways access, agricultural land, landscape sensitivity, local wildlife and the SSSI. These issues are examined in more detail in the site characteristics and development constraints section. The loss of playing fields and biodiversity considerations, may affect the sustainability of the site.
- 3.24 The site is located less approximately 1km from Ponteland town centre, by footpath and public bridleway. The town centre contains a range services which will be complementary for both staff and businesses. In terms of supply of labour the site is accessible from adjoining settlements and is relatively close to residential areas allowing for cycle and pedestrian access. A bus stop is already located approximately 150m away on Callerton Lane.
- 3.25 The site falls within the Tyne and Wear Green Belt. The Northumberland Green Belt Assessment (2015) reviewed the contribution of land parcels around settlements by testing their contribution to the main purposes of the Green Belt as defined in the NPPF.

- 3.26 The site is located within land parcel area PD08 – Rotary Drive, which covers the triangular area from the town centre to Rotary Way. The assessment identifies that the LPA makes a medium contribution to the purposes of the Green Belt. It indicates that there is a slight risk of ribbon development along the B6323, but that there are opportunities to create strong durable boundaries to prevent encroachment into the countryside.
- 3.27 Given that the site only forms a small part of the LPA, is located between the high school and the B6545, and is bounded to the east by a tree line, the impact upon the purposes of the Green Belt will be relatively limited.

Criterion 6: Compatibility of adjoining land uses

- 3.28 The site is adjacent to Ponteland High School which is located to the north, and is opposite residential development, to the west. To the southeast is agricultural land. There is potential for the amenity of residents to be impacted by noise/light/odour, depending upon the uses on the site. There is potential for conflict between transport associated with the site and students travelling to and from school.

Conclusion

- 3.29 The site is in a relatively sustainable location, in walking distance of the town centre, although there are a number of constraints, most notably the loss of playing fields, the potential presence of protected species on site and potential conflict with residents amenity and schools. While located in the Green Belt, development in this location will have a limited impact upon the purposes of the Green Belt.

ELR site assessment score	
Criterion 4: Proximity to urban areas and access to services and labour	4
Criterion 5: Sustainability and planning factors	3
Criterion 6: Compatibility of adjoining uses	2

Criterion 7: Market Attractiveness, Deliverability and viability

Ownership and availability

- 3.30 The site was not proposed for employment use during in the ELR call for sites (2010) or in subsequent calls for sites. This Council owned site has been identified by the Council as a potential employment site through its review of assets. Proposals for the reorganisation and redevelopment of Ponteland schools are ongoing. Therefore there remain uncertainties about the availability of the site for employment use.

Development costs

- 3.31 The provision of a new access and utility connections will increase development costs but these should not be prohibitive.

Market demand

- 3.32 The Employment Land and Premises Demand Study (2015) identifies a shortage of industrial premises and capacity in the market for further office provision over the plan period. It indicates that the allocation of additional land at Ponteland should therefore be a priority for both uses.
- 3.33 The provision of land on the east side of Ponteland is supported by industry, to take advantage of proximity to the A696 dual carriageway and easy access to Newcastle, and to not accentuate local traffic issues. While located in east Ponteland, depending upon the nature of end user, the potential for conflict with the neighbouring school and residential area may reduce the appeal of developing in this location. However, the site is well connected to the town centre and its complementary services.

Conclusion

- 3.34 It is apparent that whilst there is likely to not be any abnormal development costs associated with the site, there remain uncertainties regarding the availability of the site for development. Demand for development in the east of Ponteland is strong, though the potential for conflict with neighbouring uses may reduce the appeal, depending upon the user.

ELR site assessment score	
Criterion 7: Market attractiveness	4

Ponteland Site 2 – Land south of Ponteland High School

Total score

Ponteland Site 2	
Total site score	21

4. Ponteland Site 3 – Land south of B6545

Site Area (Ha): 4.982

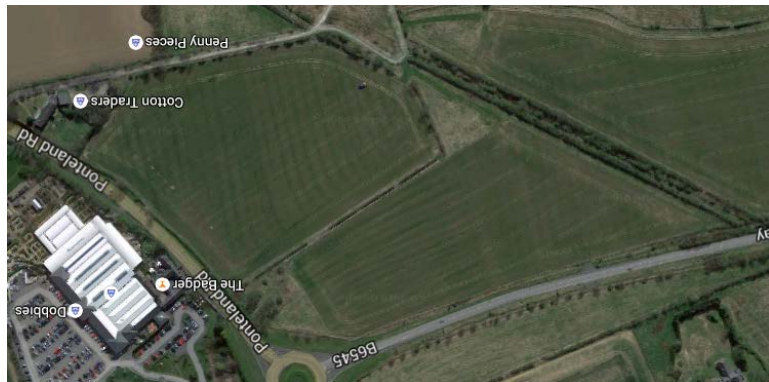
Easting: 417,675.224

Northing: 571,909.491

Indicative development mix (Assuming build out of 40% of the site)

Use-class	Site coverage (%)	Floorspace (sqm)	Employees
B1a	40	7,971.2	664
B1c	40	7,971.2	170
B2	20	3,985.6	111

- 4.1 The site comprises agricultural land, and is bounded to the east by the A696, and the north by Rotary Way (B6545). Dobbies Garden Centre and the Badger public house are located to the east, while residential development extends to the north from the A696 / B6545 roundabout.



Criterion 1: Strategic Road Access

Criterion 2: Local Road Access and Impact

- 4.2 The site is located south east of Ponteland, and close to Newcastle International Airport. The strategic road network is close by and can be accessed at Prestwick Road End Roundabout on the A696, less than 500m away.
- 4.3 In order to achieve appropriate access, a new roundabout at the far western edge of the site would be required on the B6545.
- 4.4 The Transport Assessment, carried out in 2015 in association with the (now withdrawn) Core Strategy, identified constraints associated with a mini-roundabout and the A696 / Callerton Lane junction in Ponteland town centre. The A696 /Rotary Way roundabout, and the Callerton way / Rotary Way roundabouts are identified as unconstrained.
- 4.5 Traffic accessing the SRN is not therefore likely to have a significant impact upon the local road network. The impact upon the junctions in the town centre would be limited.

Conclusion

- 4.6 The site is located very close to the SRN and appropriate highways access can be achieved. Development in this location would not have a significant impact upon the local road network as the key junction, the A696/B6545 junction is relatively unconstrained.

ELR site assessment score	
Criterion 1: Strategic road access	4
Criterion 2: Local road access and impact	4

Criterion 3: Site Characteristics and Development Constraints

Ground conditions

- 4.7 Site 3 is level. It would be suitable for the development of large footprint commercial buildings without the need for substantial earthworks.
- 4.8 The site falls within a surface coal resource area. This does not necessarily mean that the site cannot be developed but unnecessary sterilisation should be avoided and reasonable alternatives should be favoured. It is also located within a Coal Mining Reporting Area. Coal outcrops cross the site from northeast to southwest. These are aligned with identified development high risk areas. Any application would need to demonstrate the effect on the resource, include a mining report, and a coal mining risk assessment.
- 4.9 The site is greenfield, and in agricultural use. The area is identified as being of Grade 3 agricultural land, as is most of this area of Northumberland.

Biodiversity

- 4.10 A number of protected species including great crested newts have been recorded locally. As the site is located approximately 2km from an SSSI to the SW, and another to the NE, further

consultation would be needed with Natural England as part of any application as it may be in a SSSI impact risk zone.

Landscape and Green Infrastructure

- 4.11 The Northumberland Landscape Character Assessment (2010) identifies the site to be within the 'coalfield farmland' character area. The area is impacted by "historic and ongoing mineral extraction which has affected large parts of the landscape, while urban fringe is also a key influence. This is a heavily modified landscape which has lost much of its natural landscape structure and which is dominated by man-made elements. However there are "there are pockets of unaltered rural character", particularly areas of ancient woodland. The guiding principle for the landscape is to "plan". It is suggested significant damage to landscape has already occurred and developments should try and restore and recreate where the landscape is damaged, or where key qualities remain their long term viability should be retained. In short, it is apparent that in general it is a landscape that can accommodate additional development.
- 4.12 The Northumberland Key Land Use Impact Study (2010) identifies that the landscape surrounding the settlement is locally characterised by parkland landscape and historic estates, which are considered to be of higher landscape sensitivity. The River Pont valley is also identified as being of higher sensitivity due to its importance as a landscape feature. The study identifies that to the east of Ponteland the landscape is locally modified and influenced by the airport and associated infrastructure, and is considered to be of lower sensitivity. It identifies that the potential exists to enhance the eastern settlement edge along the A696 through carefully planned new development.
- 4.13 The study indicates that development should be guided to areas of lower landscape sensitivity, to the east of the settlement. The site is located within this area. The study recommends that in this location field boundaries should be retained and the settlement edge strengthened. While in an area of lower landscape sensitivity, given the open nature of the site, in an area which currently does not have development, the landscape impact may be significant.
- 4.14 Whilst development of the site would not impact upon green infrastructure, the bridleway to the rear is used for local amenity.

Flooding and water management infrastructure

- 4.15 The Northumberland Strategic Flood Risk Assessment (2015) indicates that there is no risk of fluvial flooding of the site. A small area within the site is at lower risk of surface water flooding.
- 4.16 Consultation with NWL indicates that the site does not impact on any existing water management infrastructure. A foul sewer runs along the northern edge of the site which will be capable of accepting foul only flows.
- 4.17 The Northumberland Water Cycle Study (2015) indicates that the site is within the Kielder Water Resource Area and so there is no issue in terms of water supply.

Archaeology and historic environment

- 4.18 Street House Farmhouse, a grade II listed building is located opposite the site. Development on the site has the potential to impact upon the setting of this listed building.
- 4.19 There is no known archaeological interest within the site. However, as per NPPF para 128 any planning application would require pre-determination evaluation (e.g. field walking, geophysical survey (that part not previously surveyed) and trial trenching) potential for unrecorded prehistoric or Iron Age/Roman period activity. Mitigation work will depend on results of this evaluation.

Rights of way

- 4.20 The site is not impacted by public rights of way. A bridleway from the northwest to southeast is located west of the site.

Conclusion

- 4.21 The main constraints to development are the presence of coal outcrops which are identified as development high risk areas, the potential for impact upon a nearby listed building, and landscape impact.

ELR site assessment score	
Criterion 3: Site characteristics and development constraints	3

Criterion 4: Proximity to urban areas, and access to labour and services

Criterion 5: Sustainability and planning factors

- 4.22 Previous Sustainability Appraisal work (2015) shows that the site scores highly against many of the criteria considered. Criteria against which a major issue was identified were in relation the existing land use. Minor issues were identified in relation to the distance to a train station, highways access, agricultural land, landscape sensitivity, and SSSIs. These issues are examined in more detail in the site characteristics and development constraints section.
- 4.23 The site is located approximately 1.5km from Ponteland town centre, by footpath and public bridleway. The town centre contains a range of services which will be complementary for both staff and businesses. In terms of supply of labour the site is accessible from adjoining settlements. The site is relatively close to residential areas. However, currently the site is not served by cycleway or footpaths. A bus stop is located approximately 300m away on Cheviot View.
- 4.24 The site falls within the Tyne and Wear Green Belt. The Northumberland Green Belt Assessment (2015) reviewed the contribution of land parcels around settlements by testing their contribution to the main purposes of the Green Belt as defined in the NPPF.
- 4.25 The site is located within land parcel area PD09b – Callerton Hall, which extends from the A696 in the east to Callerton Lane in the west. The assessment identifies that the LPA makes an overall high contribution to the purposes of the Green Belt. The LPA scores highly on all

criteria assessed. It indicates that there is a risk of leapfrog development from Newcastle and non-compact development around the A696/Airport, that development would increase the risk of merger between Ponteland and Newcastle, and that development in any part of the LPA would encroach on the countryside. While the site represents only a small part of the LPA, it is considered that the assessment is equally applicable to the site.

Criterion 6: Compatibility of adjoining land uses

- 4.26 The site is adjacent to Dobbies Garden Centre and the Badger Public House. A few of businesses and residential properties are located south of the site, while residential development extends north towards Ponteland along Cheviot View. The scale of the impact of development upon residential amenity would be affected by the land use but is likely to be limited, and affect relatively few properties.

Conclusion

- 4.27 The site is located approximately 1.5km from the Ponteland town centre, and not well connected to the settlement. Development in this location would represent encroachment into the countryside, in an area which makes a high contribution to the purposes of the Green Belt. While conflict with adjoining land uses may be minimal, the site does not score highly in terms of sustainability.

ELR site assessment score	
Criterion 4: Proximity to urban areas and access to services and labour	3
Criterion 5: Sustainability and planning factors	2
Criterion 6: Compatibility of adjoining uses	3

Criterion 7: Market Attractiveness

Ownership and availability

- 4.28 The site was not proposed for employment use during in the ELR call for sites (2010) or in subsequent calls for sites. The site was identified as a potential employment site by Council officers. The site is known to be in private ownership. The owner is not known to be promoting the site for development, and it is unclear whether the site will be available for employment uses. The site currently farmed.

Development costs

- 4.29 The provision of a new access and utility connections, and improved cycling and pedestrian access will increase development costs.

Market demand

- 4.30 The Employment Land and Premises Demand Study (2015) identifies a shortage of industrial premises and capacity in the market for further office provision over the plan period. It indicates that the allocation of additional land at Ponteland should therefore be a priority for both uses.

- 4.31 The provision of land on the east side of Ponteland is supported by industry, to take advantage of proximity to the A696 dual carriageway and easy access to Newcastle, and to not accentuate local traffic issues. The site is located very close to the SRN and there is likely to be limited conflict with neighbouring uses, depending upon the land use. Business demand for the site is likely to be strong.

Conclusion

- 4.32 It is apparent that whilst abnormal development costs associated with the site are unlikely to be prohibitive, there remain uncertainties regarding the availability of the site for development. Demand for development in this location is likely to be strong.

ELR site assessment score	
Criterion 7: Market attractiveness	3

Ponteland Site 3 – Land south of B6545

Total score

Ponteland Site 3	
Total site score	22

5. Ponteland Site 4 – Land west of Newcastle Airport

Site Area (Ha): 6.744

Easting: 418,081.945

Northing: 571,378.372

Indicative development mix (Assuming build out of 40% of the site)

Use-class	Site coverage (%)	Floorspace (sqm)	Employees
B1a	20	5,395.2	449
B1c	40	10,790.4	230
B2	30	8,092.8	225
B8	10	2,697.6	39

- 5.1 The site is located to the west of Newcastle International Airport. The site comprises reclaimed land from surface mining. Part of the site is occupied by an ongoing waste business.



Criterion 1: Strategic Road Access

Criterion 2: Local Road Access and Impact

- 5.2 The site is located south east of Ponteland, and very close to Newcastle International Airport. The site currently benefits from direct access to the strategic road network at the airport roundabout (albeit the A696 is not part of the trunk road network). Development in this location could impact upon the A696 and A1 junction and further consultation with Highways England would be required to ascertain the impact. Discussions with Newcastle International Airport revealed that future expansion plans of the airport would likely require the enlargement of the current roundabout access off the A696. Therefore the development of the site would have to consider its contribution to the need for this upgrade and ensure physically that there is sufficient land to allow for the improvements to be made.
- 5.3 Given that the site is connected directly off a dual carriageway, the impact of development on the local road network is considered to be minimal. Given the distance of the site from Ponteland town centre, the use of services in Ponteland by businesses and employees may generate a small amount of traffic in the town centre.

Conclusion

- 5.4 While directly connected to the SRN, further investigations would need to be undertaken to ascertain the impacts upon the SRN and whether the existing access can support development in relation to future expansion plans of the airport. The impact upon the local road network is considered to be minimal.

ELR site assessment score	
Criterion 1: Strategic road access	4
Criterion 2: Local road access and impact	4

Criterion 3: Site Characteristics and Development Constraints

Ground conditions

- 5.5 Site 4 is generally level. It would be suitable for the development of large footprint commercial buildings without the need for substantial earthworks. However the north east corner has planning permission for waste processing and substantial earth bunds have been created.
- 5.6 The site and area has a history of mining. The site falls within a surface coal resource area. This does not necessarily mean that the site cannot be developed but unnecessary sterilisation should be avoided and reasonable alternatives should be favoured. It is also located within a Coal Mining Reporting Area. The site was previously a surface mine, and may contain shallow mine workings. Coal outcrops cross the site from northeast to southwest. These are aligned with identified development high risk areas. The site includes mine entry points. Any application would need to demonstrate the effect on the resource, include a mining report, and coal mining risk assessment.

- 5.7 The site is mostly greenfield, having been reclaimed from surface mining. There are areas of hard standing associated with the existing waste business. The site is mix of Grade 3a and 3b agricultural land.

Biodiversity

- 5.8 A number of protected species including great crested newts have been recorded locally. As the site is located approximately 2km from an SSSI to the west, and another 2.5km to the north, further consultation would be needed with Natural England as part of any application as it may be in a SSSI impact risk zone.

Landscape and Green Infrastructure

- 5.9 The Northumberland Landscape Character Assessment (2010) identifies the site to be within the 'coalfield farmland' character area. The area is impacted by "historic and ongoing mineral extraction which has affected large parts of the landscape, while urban fringe is also a key influence. This is a heavily modified landscape which has lost much of its natural landscape structure and which is dominated by man-made elements. However there are "there are pockets of unaltered rural character", particularly areas of ancient woodland. The guiding principle for the landscape is to "plan". It is suggested significant damage to landscape has already occurred and developments should try and restore and recreate where the landscape is damaged, or where key qualities remain their long term viability should be retained. In short, it is apparent that in general it is a landscape that can accommodate additional development.
- 5.10 The Northumberland Key Land Use Impact Study (2010) identifies that the landscape surrounding the settlement is locally characterised by parkland landscape and historic estates, which are considered to be of higher landscape sensitivity. The River Pont valley is also identified as being of higher sensitivity due to its importance as a landscape feature. The study identifies that to the east of Ponteland the landscape is locally modified and influenced by the airport and associated infrastructure, and is considered to be of lower sensitivity. It identifies that the potential exists to enhance the eastern settlement edge along the A696 through carefully planned new development.
- 5.11 The study indicates that development should be guided to areas of lower landscape sensitivity, to the east of the settlement. The site is located within this area. The study recommends that in this location field boundaries should be retained and the settlement edge strengthened. While in an area of lower landscape sensitivity, given the open nature of the site, in an area which currently does not have much development, the landscape impact may be significant.
- 5.12 Development of the site would not impact upon green infrastructure.

Flooding and water management infrastructure

- 5.13 The Northumberland Strategic Flood Risk Assessment (2015) indicates that there is no risk of fluvial flooding of the site. A number of areas of the site are at risk of surface water flooding.
- 5.14 Consultation with NWL indicates that the site does not impact on any existing water management infrastructure.

- 5.15 The nearest public foul water sewer is in the access road to Newcastle Airport. Connecting to this sewer would require crossing of A696 at the airport roundabout.
- 5.16 The Northumberland Water Cycle Study (2015) indicates that the site is within the Kielder Water Resource Area and so there is no issue in terms of water supply.

Archaeology and historic environment

- 5.17 There are no listed buildings or other historic assets within or close to the site.
- 5.18 There is no known archaeological interest within the site. However, as per NPPF para 128 any planning application would require pre-determination evaluation (e.g. field walking, geophysical survey (that part not previously surveyed) and trial trenching) potential for unrecorded prehistoric or Iron Age/Roman period activity. Mitigation work will depend on results of this evaluation.

Rights of way

- 5.19 The site is not directly impacted by public rights of way. A bridleway forms the northern boundary of the site, while a public footpath is close to the southern boundary.

Conclusion

- 5.20 Constraints to development largely relate to the mining history of the site, and the provision of utility connections. Previous mine workings and mine entry points may affect development potential, while connecting to sewers across the A696 may be problematic.

ELR site assessment score	
Criterion 3: Site characteristics and development constraints	2

Criterion 4: Proximity to urban areas, and access to labour and services

Criterion 5: Sustainability and planning factors

- 5.21 Previous Sustainability Appraisal work (2015) shows that the site scores highly against many of the criteria considered. Criteria against which a major issue was identified were in relation the existing land use, as the majority of the site is greenfield. Minor issues were identified in relation to highways access, agricultural land and marketability. These issues are examined in more detail in other sections.
- 5.22 The site is located approximately 2.5km from Ponteland town centre, by footpath and public bridleway. The town centre contains a range of services which will be complementary for both staff and businesses. In terms of supply of labour the site is accessible from adjoining settlements. The site is some distance from residential areas. The site is directly connected to Ponteland town centre by a public bridleway. A bus stop is located at the airport, approximately 350m away. A Tyne and Wear metro station is also located at the airport.
- 5.23 The site falls within the Tyne and Wear Green Belt. The Northumberland Green Belt Assessment (2015) reviewed the contribution of land parcels around settlements by testing their contribution to the main purposes of the Green Belt as defined in the NPPF.

5.24 The site is located within land parcel area PD09b – Callerton Hall, which extends from the A696 in the east to Callerton Lane in the west. The assessment identifies that the LPA makes an overall high contribution to the purposes of the Green Belt. The LPA scores highly on all criteria assessed. It indicates that there is a risk of leapfrog development from Newcastle and non-compact development around the A696/Airport, that development would increase the risk of merger between Ponteland and Newcastle, and that development in any part of the LPA would encroach on the countryside. While the site represents only a small part of the LPA, it is considered that the assessment is equally applicable to the site.

Criterion 6: Compatibility of adjoining land uses

5.25 The site is close to Newcastle International Airport, and car parks and hotels associated with the airport. There will be little conflict with neighbouring uses.

Conclusion

5.26 The site is located approximately 2.5km from the Ponteland town centre, and not well connected to the settlement. It is well connected to the Newcastle airport. Development in this location would represent encroachment into the countryside, in an area which makes a high contribution to the purposes of the Green Belt. While conflict with adjoining land uses may be minimal, the site does not score highly in terms of sustainability.

ELR site assessment score	
Criterion 4: Proximity to urban areas and access to services and labour	2
Criterion 5: Sustainability and planning factors	2
Criterion 6: Compatibility of adjoining uses	4

Criterion 7: Market Attractiveness

Ownership and availability

5.27 The site was not proposed for employment use during in the ELR call for sites (2010) or in subsequent calls for sites. The site was identified as a potential employment site by Council officers. The site is known to be in private ownership. The north east of the site is currently being used for waste processing with planning permission to do this for most of the remainder of the plan period. The operation effectively blocks the entrance to the site, meaning that not only the actively used part of the site is not available, but the remainder would not be.

Development costs

5.28 The costs of securing utility connections given the complications of crossing the A696, and providing an appropriate access for this use on the SRN may be significant.

Market demand

5.29 The Employment Land and Premises Demand Study (2015) identifies a shortage of industrial premises and capacity in the market for further office provision over the plan period. It

indicates that the allocation of additional land at Ponteland should therefore be a priority for both uses.

- 5.30 The provision of land on the east side of Ponteland is supported by industry, to take advantage of proximity to the A696 dual carriageway and easy access to Newcastle, and to not accentuate local traffic issues. The site is located very close to the airport and provides direct access to the SRN. There is likely to be little conflict with neighbouring uses. However the current waste operation and aircraft noise may be prohibitive to certain types of employment development.

Conclusion

- 5.31 Development costs and the availability of the site for employment uses are significant constraints to development. Market demand for some uses would also be subdued by current uses on part of the site and potentially by aircraft noise.

ELR site assessment score	
Criterion 7: Market demand and availability	2

Ponteland Site 4 – Land west of Newcastle Airport

Total score

Ponteland Site 4	
Total site score	20

6. Ponteland Site 5 – Land east of A696

Site Area (Ha): 2.88

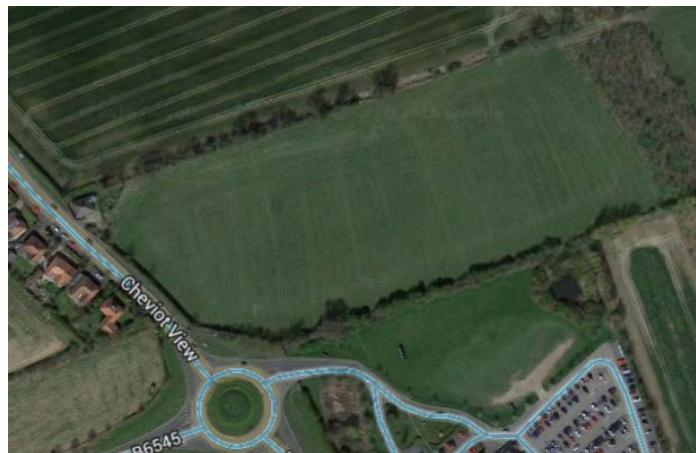
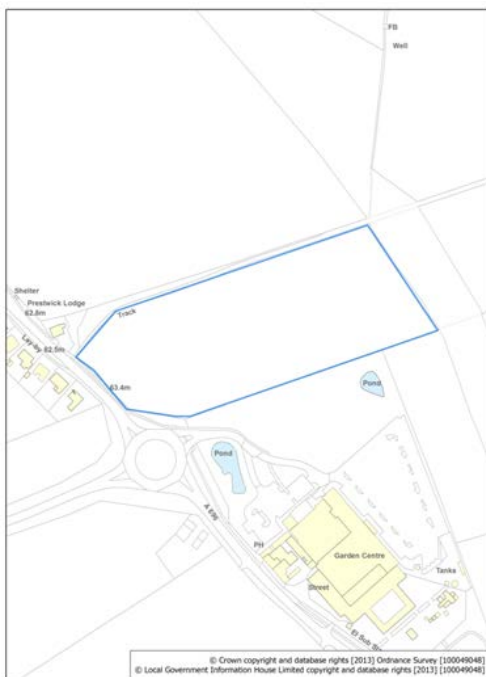
Easting: 417,766.901

Northing: 572,170.885

Indicative development mix (Assuming build out of 40% of the site)

Use-class	Site coverage (%)	Floorspace (sqm)	Employees
B1a	40	4,608	384
B1c	40	4,608	98
B2	20	2,304	33

- 6.1 The site lies to the southeast of Ponteland, north of the A696 / B6323 roundabout. The site comprises an agricultural field.



Criterion 1: Strategic Road Access

Criterion 2: Local Road Access and Impact

- 6.2 The site is located south east of Ponteland, approximately half way between the town and Newcastle International Airport. The site is close the strategic road network which can be access at the Prestwick Road End roundabout approximately 600m away.
- 6.3 No additional arm to the roundabout will be permitted. Access could be achieved utilising the existing access road to the garden centre. Third party rights of access would need to be secured.
- 6.4 The Transport Assessment, carried out in 2015 in association with the (now withdrawn) Core Strategy, identified constraints associated with a mini-roundabout and the A696 / Callerton Lane junction in Ponteland town centre. The A696 /Rotary Way roundabout is identified as relatively unconstrained.
- 6.5 Given that access would need to be achieved via the A696 /Rotary Way roundabout the impact upon the local road network would be limited. The use of services by businesses and employees in the town centre may generate additional journeys but the impact upon the constrained junctions in the town centre is likely to be minimal.

Conclusion

- 6.6 If rights of access to the A696 / B6323 roundabout can be secured via the garden centre access road, the site is well positioned for the SRN and should not have a significant impact upon the local highways network.

ELR site assessment score	
Criterion 1: Strategic road access	4
Criterion 2: Local road access and impact	3

Criterion 3: Site Characteristics and Development Constraints

Ground conditions

- 6.7 Site 5 is level. It would be suitable for the development of large footprint commercial buildings without the need for substantial earthworks.
- 6.8 The site falls within a surface coal resource area. This does not necessarily mean that the site cannot be developed but unnecessary sterilisation should be avoided and reasonable alternatives should be favoured. It is also located within a Coal Mining Reporting Area. Coal outcrops cross the site from northeast to southwest. These are aligned with identified development high risk areas. Any application would need to demonstrate the effect on the resource, include a mining report, and a coal mining risk assessment. The area is identified in the abandoned mines catalogue.
- 6.9 The site is greenfield, and in agricultural use. The area is identified as being of Grade 3 agricultural land, as is most of this area of Northumberland.

Biodiversity

- 6.10 Otters are known to be on or adjacent to the site. A number of other protected species including great crested newts have been recorded locally. As the site is located approximately 2km from an SSSI to the west, and another 1.8km to the northeast, further consultation would be needed with Natural England as part of any application as it may be in a SSSI impact risk zone.

Landscape and Green Infrastructure

- 6.11 The Northumberland Landscape Character Assessment (2010) identifies the site to be within the 'coalfield farmland' character area. The area is impacted by "historic and ongoing mineral extraction which has affected large parts of the landscape, while urban fringe is also a key influence. This is a heavily modified landscape which has lost much of its natural landscape structure and which is dominated by man-made elements. However there are "there are pockets of unaltered rural character", particularly areas of ancient woodland. The guiding principle for the landscape is to "plan". It is suggested significant damage to landscape has already occurred and developments should try and restore and recreate where the landscape is damaged, or where key qualities remain their long term viability should be retained. In short, it is apparent that in general it is a landscape that can accommodate additional development.
- 6.12 The Northumberland Key Land Use Impact Study (2010) identifies that the landscape surrounding the settlement is locally characterised by parkland landscape and historic estates, which are considered to be of higher landscape sensitivity. The River Pont valley is also identified as being of higher sensitivity due to its importance as a landscape feature. The study identifies that to the east of Ponteland the landscape is locally modified and influenced by the airport and associated infrastructure, and is considered to be of lower sensitivity. It identifies that the potential exists to enhance the eastern settlement edge along the A696 through carefully planned new development.
- 6.13 The study indicates that development should be guided to areas of lower landscape sensitivity, to the east of the settlement. The site is located within this area. The study recommends that in this location field boundaries should be retained and the settlement edge strengthened. While the site is located within the lower landscape sensitivity area, only a small part of it is adjacent to existing development so the landscape impact may be significant.
- 6.14 Development of the site would not impact upon green infrastructure.

Flooding and water management infrastructure

- 6.15 The Northumberland Strategic Flood Risk Assessment (2015) indicates that there is no risk of fluvial flooding of the site. Approximately half of the site is susceptible to surface water flooding.
- 6.16 Consultation with NWL indicates that the site does not impact on any existing water management infrastructure. Foul water drainage can be drained to a manhole 200m north of the site.

- 6.17 The Northumberland Water Cycle Study (2015) indicates that the site is within the Kielder Water Resource Area and so there is no issue in terms of water supply.

Archaeology and historic environment

- 6.18 Street House Farmhouse, a grade II listed building is located to the south of the site. While development has the potential to impact upon the setting, given the distance from the building, this is not considered a major constraint to development.
- 6.19 There is no known archaeological interest within the site. However, as per NPPF para 128 any planning application would require pre-determination evaluation (e.g. field walking, geophysical survey (that part not previously surveyed) and trial trenching) potential for unrecorded prehistoric or Iron Age/Roman period activity. Mitigation work will depend on results of this evaluation.

Rights of way

- 6.20 The site is not directly impacted by public rights of way. A bridleway forms the northern boundary of the site.

Conclusion

- 6.21 The main constraints to development are the presence of otters on or close to the site. A coal mining risk assessment will also be required.

ELR site assessment score	
Criterion 3: Site characteristics and development constraints	3

Criterion 4: Proximity to urban areas, and access to labour and services

Criterion 5: Sustainability and planning factors

- 6.22 Previous Sustainability Appraisal work (2015) shows that the site scores highly against many of the criteria considered. Criteria against which a major issue was identified were in relation the existing land use, due to the site being brownfield land. Minor issues were identified in relation to the distance to a train station, highways access, amenity, agricultural land, surface water flood risk, SSSIs and infrastructure constraints. These issues are examined in more detail in other sections.
- 6.23 The site is located approximately 1.5km from Ponteland town centre, which can be accessed along a continuous footpath along Cheviot View. The town centre contains a range of services which will be complementary for both staff and businesses. In terms of supply of labour the site is accessible from adjoining settlements. The site is relatively close to residential areas. The site benefits from a bus stop approximately 100m away on Cheviot View.
- 6.24 The site falls within the Tyne and Wear Green Belt. The Northumberland Green Belt Assessment (2015) reviewed the contribution of land parcels around settlements by testing their contribution to the main purposes of the Green Belt as defined in the NPPF.

- 6.25 The site is located within land parcel area PD06b – Dobbies’ Garden Centre, which extends from the Prestwick Road End roundabout to beyond the northern boundary of the site. The assessment identifies that the LPA makes an overall high contribution to the purposes of the Green Belt. The LPA scores highly on all criteria assessed. It indicates that there is a risk of leapfrog development from Newcastle and non-compact development around the A696/Airport, that development would increase the risk of merger between Ponteland and Newcastle, and that development in any part of the LPA would encroach on the countryside.
- 6.26 The site represents only the northern part of the LPA. However, given the size, shape and location of the site it is considered that the assessment is equally applicable to the site.

Criterion 6: Compatibility of adjoining land uses

- 6.27 The site lies opposite residential properties on Cheviot View and close to Dobbies Garden Centre. Due to the linear form of development on Cheviot Views, the amenity of only a small number of properties may be affected. However, given that the site is directly opposite, the impact may be significant, depending upon the land use.

Conclusion

- 6.28 The site is approximately 1.5km from Ponteland town centre, but is well connected to the settlement. Given the close proximity of residential properties, amenity may be affected. Development of the site would also impact upon the purposes of the Green Belt.

ELR site assessment score	
Criterion 4: Proximity to urban areas and access to services and labour	3
Criterion 5: Sustainability and planning factors	2
Criterion 6: Compatibility of adjoining uses	2

Criterion 7: Market Attractiveness

Ownership and availability

- 6.29 The site was not proposed for employment use during in the ELR call for sites (2010) or in subsequent calls for sites. The site was identified as a potential employment site by Council officers. The site is known to be in private ownership, and the same owner also controls other site options. The owner is known to be keen to bring forward the site for employment development, but is open whether this site or another in their ownership delivers new employment growth. However access would need to cross land under different ownership to the south.

Development costs

- 6.30 The costs of securing rights of access via the access road to the Garden Centre may be significant, together with utility connections.

Market demand

- 6.31 The Employment Land and Premises Demand Study (2015) identifies a shortage of industrial premises and capacity in the market for further office provision over the plan period. It indicates that the allocation of additional land at Ponteland should therefore be a priority for both uses.
- 6.32 The provision of land on the east side of Ponteland is supported by industry, to take advantage of proximity to the A696 dual carriageway and easy access to Newcastle, and to not accentuate local traffic issues. The site is located close to the SRN and the airport. Depending upon the land use, there is likely to be some conflict with neighbouring uses which may reduce demand in this location.

Conclusion

- 6.33 Development costs are unlikely to be prohibitive and the site is located in an area of high demand. However, the potential for conflict with neighbouring residential properties may reduce the attractiveness of the site.

ELR site assessment score	
Criterion 7: Market attractiveness	3

Ponteland Site 5 – Land east of A696

Total score

Ponteland Site 5	
Total site score	20

7. Ponteland Site 6 – Land south west of Prestwick

Site Area (Ha): 4.689

Easting: 418,073.062

Northing: 572,217.019

Indicative development mix (Assuming build out of 40% of the site)

Use-class	Site coverage (%)	Floorspace (sqm)	Employees
B1a	40	7,502.4	625
B1c	40	7,502.4	160
B2	20	3,751.2	104

- 7.1 The site is located adjacent to the south of the existing Prestwick Business Park, to the southeast of Ponteland, west of Prestwick village and north of Newcastle International Airport. The site comprises agricultural land.



Criterion 1: Strategic Road Access

Criterion 2: Local Road Access and Impact

- 7.2 The site is located south west of Prestwick village, close to Newcastle International Airport. The site is close the strategic road network which can be access at the Prestwick Road End roundabout approximately 300m away.
- 7.3 The site is located on the protected line of the Ponteland Bypass identified in saved PT1 of the Castle Morpeth Local Plan. Notwithstanding this, access could be achieved off from Prestwick Road. Pedestrian and cycle connections will be required.
- 7.4 Prestwick Road provides access to the SRN. Any impacts upon the local road network are likely to be limited to Prestwick Road, a minor road.

Conclusion

- 7.5 If the protected route of the Ponteland Bypass is retained, the site will be in conflict with this. If the route is not retained, there are no prohibitive access or highways constraints.

ELR site assessment score	
Criterion 1: Strategic road access	4
Criterion 2: Local road access and impact	4

Criterion 3: Site Characteristics and Development Constraints

Ground conditions

- 7.6 Site 6 is level. It would be suitable for the development of large footprint commercial buildings without the need for substantial earthworks.
- 7.7 The site falls within a surface coal resource area. This does not necessarily mean that the site cannot be developed but unnecessary sterilisation should be avoided and reasonable alternatives should be favoured. It is also located within a Coal Mining Reporting Area. Coal outcrops cross the site from northeast to southwest. These are aligned with identified development high risk areas. Any application would need to demonstrate the effect on the resource, include a mining report, and a coal mining risk assessment. The area is identified in the abandoned mines catalogue.
- 7.8 The site is greenfield, and in agricultural use. The area is identified as being of Grade 3 agricultural land, as is most of this area of Northumberland.

Biodiversity

- 7.9 A number of other protected species including great crested newts have been recorded locally. As the site is located approximately 2.1km from an SSSI to the west, and another 1.8km to the northeast, further consultation would be needed with Natural England as part of any application as it may be in a SSSI impact risk zone.

Landscape and Green Infrastructure

- 7.10 The Northumberland Landscape Character Assessment (2010) identifies the site to be within the 'coalfield farmland' character area. The area is impacted by "historic and ongoing mineral extraction which has affected large parts of the landscape, while urban fringe is also a key influence. This is a heavily modified landscape which has lost much of its natural landscape structure and which is dominated by man-made elements. However there are "there are pockets of unaltered rural character", particularly areas of ancient woodland. The guiding principle for the landscape is to "plan". It is suggested significant damage to landscape has already occurred and developments should try and restore and recreate where the landscape is damaged, or where key qualities remain their long term viability should be retained. In short, it is apparent that in general it is a landscape that can accommodate additional development.
- 7.11 The Northumberland Key Land Use Impact Study (2010) identifies that the landscape surrounding the settlement is locally characterised by parkland landscape and historic estates, which are considered to be of higher landscape sensitivity. The River Pont valley is also identified as being of higher sensitivity due to its importance as a landscape feature. The study identifies that to the east of Ponteland the landscape is locally modified and influenced by the airport and associated infrastructure, and is considered to be of lower sensitivity. It identifies that the potential exists to enhance the eastern settlement edge along the A696 through carefully planned new development.
- 7.12 The site is located beyond the area identified as of lower landscape sensitivity. Given that the site extends into an area with little development, the landscape impact may be significant.

Flooding and water management infrastructure

- 7.13 The Northumberland Strategic Flood Risk Assessment (2015) indicates that there is no risk of fluvial flooding of the site. An area to the west of the site is susceptible to surface water flooding.
- 7.14 Consultation with NWL indicates that the site does not impact on any existing water management infrastructure. Foul water drainage can be drained to a manhole 200m north of the nearby site 5.
- 7.15 The Northumberland Water Cycle Study (2015) indicates that the site is within the Kielder Water Resource Area and so there is no issue in terms of water supply.

Archaeology and historic environment

- 7.16 Grade II listed Prestwick Hall Bath House is located less than 100m to the north of the site. Development has the potential to impact upon the setting of the building.
- 7.17 There is no known archaeological interest within the site. However, as per NPPF para 128 any planning application would require pre-determination evaluation (e.g. field walking, geophysical survey (that part not previously surveyed) and trial trenching) potential for unrecorded prehistoric or Iron Age/Roman period activity. Mitigation work will depend on results of this evaluation.

Rights of way

- 7.18 The site is not impacted directly by public rights of way. A public footpath is located along the northern boundary of the site.

Conclusion

- 7.19 The close proximity of a Grade II listed is the main constraint to development, particularly given the size of the site. The landscape impact may be significant. A coal mining risk assessment would be required to support any application in this location.

ELR site assessment score	
Criterion 3: Site characteristics and development constraints	3

Criterion 4: Proximity to urban areas, and access to labour and services

Criterion 5: Sustainability and planning factors

- 7.20 Previous Sustainability Appraisal work (2015) shows that the site scores highly against many of the criteria considered. Criteria against which a major issue was identified were in relation to the existing land use, due to the site being brownfield land. Minor issues were identified in relation to the distance to a train station, agricultural land, landscape sensitivity, and SSSIs. These issues are examined in more detail in other sections.
- 7.21 The site is located approximately 2km from Ponteland town centre, via a public footpath, or 2.7km via roadside footpaths. Footpaths also connect the site to Prestwick village. While the Ponteland town centre contains a range of services which will be complementary for both staff and businesses, the site is not well related to the settlement. Prestwick does not have any services. In terms of supply of labour the site is accessible from adjoining settlements. The site is not well connected to residential areas. The closest bus stops are in Prestwick village (300m away) and on Cheviot View (600m away by public footpath) and Ponteland Road (600m away).
- 7.22 The site falls within the Tyne and Wear Green Belt. The Northumberland Green Belt Assessment (2015) reviewed the contribution of land parcels around settlements by testing their contribution to the main purposes of the Green Belt as defined in the NPPF.
- 7.23 The site is located within land parcel area PD06b – Dobbies' Garden Centre, which extends from the Prestwick Road End roundabout, up to Prestwick Business Centre. The assessment identifies that the LPA makes an overall high contribution to the purposes of the Green Belt. The LPA scores highly on all criteria assessed. It indicates that there is a risk of leapfrog development from Newcastle and non-compact development around the A696/Airport, that development would increase the risk of merger between Ponteland and Newcastle, and that development in any part of the LPA would encroach on the countryside.
- 7.24 The site represents a small part in the north eastern part of the LPA. While the site is adjacent to existing developments, it extends a significant distance to the south west towards Dobbies Garden. Therefore, the openness of the site makes a significant contribution to the purposes of the Green Belt.

Criterion 6: Compatibility of adjoining land uses

- 7.25 The site lies to the SW of the existing Prestwick Business Park. Prestwick Hall to the north is in residential use. The level of compatibility will depend upon the land use. Development of the north of the site could impact upon the amenity of residents.

Conclusion

- 7.26 The site is approximately 2km from Ponteland town centre, and not well connected to the settlement. Given the close proximity of the listed building, and the residential Prestwick Hall to the north, there is potential for development impact upon the setting of the listed structure and residential amenity. Given the extent of the site, development would also impact upon the purposes of the Green Belt.

ELR site assessment score	
Criterion 4: Proximity to urban areas and access to services and labour	3
Criterion 5:Sustainability and planning factors	2
Criterion 6: Compatibility of adjoining uses	3

Criterion 7: Market Attractiveness

Ownership and availability

- 7.27 The site was not proposed for employment use during in the ELR call for sites (2010) or in subsequent calls for sites. The site was identified as a potential employment site by Council officers. The site is known to be in private ownership and the owner is keen to develop the site for employment uses. The site is therefore available for development.

Development costs

- 7.28 Development costs are not considered to be prohibitive, but the establishment of a strong landscape boundary would be required.

Market demand

- 7.29 The Employment Land and Premises Demand Study (2015) identifies a shortage of industrial premises and capacity in the market for further office provision over the plan period. It indicates that the allocation of additional land at Ponteland should therefore be a priority for both uses.
- 7.30 The provision of land on the east side of Ponteland is supported by industry, to take advantage of proximity to the A696 dual carriageway and easy access to Newcastle, and to not accentuate local traffic issues.
- 7.31 Prestwick Business Park has proved to be a successful development with high levels of occupation. Resident businesses have indicated a need for expansion, and would benefit from larger units in a similar type of development. Demand for employment land in this location is therefore strong.

Conclusion

7.32 The cost of expanding the existing business park is unlikely to be prohibitive. Demand is strong in this location. The site is available for development for employment purposes.

ELR site assessment score	
Criterion 7: Market attractiveness	5

Ponteland Site 6 – Land south east of Prestwick

Total score

Ponteland Site 6	
Total site score	24

8. Ponteland Site 7 – Land north west of Newcastle Airport

Site Area (Ha): 4.306

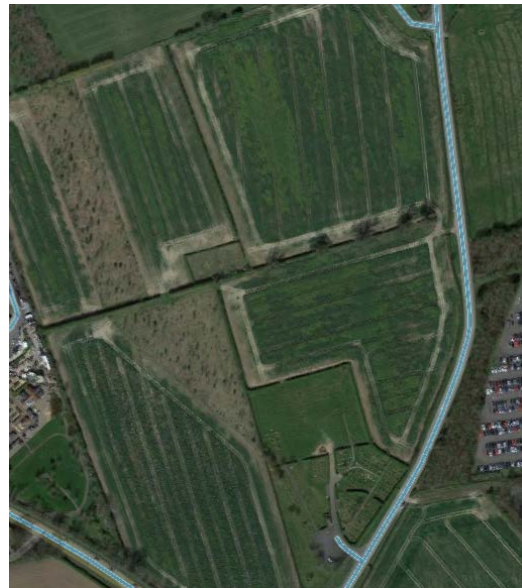
Easting: 418,155.389

Northing: 572,040.511

Indicative development mix (Assuming build out of 40% of the site)

Use-class	Site coverage (%)	Floorspace (sqm)	Employees
B1a	40	6,889.6	574
B1c	40	6,889.6	147
B2	20	3,444.8	96

- 8.1 The site is located to the south of Prestwick village and very close to Newcastle International Airport. The site comprises agricultural land.



Criterion 1: Strategic Road Access

Criterion 2: Local Road Access and Impact

- 8.2 The site is located south west of Prestwick village, close to Newcastle International Airport. The site is close the strategic road network which can be access at the Prestwick Road End roundabout approximately 300m away.
- 8.3 The site is located on the protected line of the Ponteland Bypass identified in saved PT1 of the Castle Morpeth Local Plan. Notwithstanding this, access could be achieved off from Prestwick Road. Pedestrian and cycle connections will be required.
- 8.4 Prestwick Road provides access to the SRN. Any impacts upon the local road network are likely to be limited to Prestwick Road, a minor road.

Conclusion

- 8.5 If the protected route of the Ponteland Bypass is retained, the site will be in conflict with this. If the route is not retained, there are no prohibitive access or highways constraints.

ELR site assessment score	
Criterion 1: Strategic road access	4
Criterion 2: Local road access and impact	4

Criterion 3: Site Characteristics and Development Constraints

Ground conditions

- 8.6 Site 7 is level. It would be suitable for the development of large footprint commercial buildings without the need for substantial earthworks.
- 8.7 The site falls within a surface coal resource area. This does not necessarily mean that the site cannot be developed but unnecessary sterilisation should be avoided and reasonable alternatives should be favoured. It is also located within a Coal Mining Reporting Area. Coal outcrops cross the site from northeast to southwest. These are aligned with identified development high risk areas. Mine entry points are located on the site. Any application would need to demonstrate the effect on the resource, include a mining report, and a coal mining risk assessment. The area is identified in the abandoned mines catalogue.
- 8.8 The site is greenfield, and in agricultural use. The area is identified as being of Grade 3 agricultural land, as is most of this area of Northumberland.

Biodiversity

- 8.9 A number of other protected species including great crested newts have been recorded locally. As the site is located approximately 2.2km from an SSSI to the west, and another 1.9km to the northeast, further consultation would be needed with Natural England as part of any application as it may be in a SSSI impact risk zone.

Landscape and Green Infrastructure

- 8.10 The Northumberland Landscape Character Assessment (2010) identifies the site to be within the 'coalfield farmland' character area. The area is impacted by "historic and ongoing mineral extraction which has affected large parts of the landscape, while urban fringe is also a key influence. This is a heavily modified landscape which has lost much of its natural landscape structure and which is dominated by man-made elements. However there are "there are pockets of unaltered rural character", particularly areas of ancient woodland. The guiding principle for the landscape is to "plan". It is suggested significant damage to landscape has already occurred and developments should try and restore and recreate where the landscape is damaged, or where key qualities remain their long term viability should be retained. In short, it is apparent that in general it is a landscape that can accommodate additional development.
- 8.11 The Northumberland Key Land Use Impact Study (2010) identifies that the landscape surrounding the settlement is locally characterised by parkland landscape and historic estates, which are considered to be of higher landscape sensitivity. The River Pont valley is also identified as being of higher sensitivity due to its importance as a landscape feature. The study identifies that to the east of Ponteland the landscape is locally modified and influenced by the airport and associated infrastructure, and is considered to be of lower sensitivity. It identifies that the potential exists to enhance the eastern settlement edge along the A696 through carefully planned new development.
- 8.12 The study indicates that development should be guided to areas of lower landscape sensitivity, to the east of the settlement. The site is located within this area. The study recommends that in this location field boundaries should be retained and the settlement edge strengthened. The site is located beyond the area identified as of lower landscape sensitivity. Given that the site extends into an area with little development, the landscape impact may be significant.
- 8.13 Development of the site would not directly impact upon green infrastructure. However, a cemetery is located immediately to the south of the site. Development may affect the amenity of the cemetery.

Flooding and water management infrastructure

- 8.14 The Northumberland Strategic Flood Risk Assessment (2015) indicates that there is no risk of fluvial flooding of the site. Small areas of the site are susceptible to surface water flooding.
- 8.15 Consultation with NWL indicates that the site does not impact on any existing water management infrastructure.
- 8.16 Foul water drainage can be drained to a manhole 200m north of the nearby site 5.
- 8.17 The Northumberland Water Cycle Study (2015) indicates that the site is within the Kielder Water Resource Area and so there is no issue in terms of water supply.

Archaeology and historic environment

- 8.18 Street House Farmhouse, a grade II listed building is located to the west, and grade II Prestwick Hall Bath House is located to the north of the site. While development has the potential to impact upon the setting, given the distance from these buildings, and the nature of other buildings between the site and the listed structures, this is not considered a significant constraint to development.
- 8.19 There is no known archaeological interest within the site. However, as per NPPF para 128 any planning application would require pre-determination evaluation (e.g. field walking, geophysical survey (that part not previously surveyed) and trial trenching) potential for unrecorded prehistoric or Iron Age/Roman period activity. Mitigation work will depend on results of this evaluation.

Rights of way

- 8.20 The site is not impacted by public rights of way.

Conclusion

- 8.21 The presence of mine entry points on the site represents the most significant constraint to development. A coal mining risk assessment would be required to support any application in this location. The landscape impact of development may be significant.

ELR site assessment score	
Criterion 3: Site characteristics and development constraints	3

Criterion 4: Proximity to urban areas, and access to labour and services

Criterion 5: Sustainability and planning factors

- 8.22 Previous Sustainability Appraisal work (2015) shows that the site scores highly against many of the criteria considered. Criteria against which a major issue was identified were in relation the existing land use, due to the site being brownfield land. Minor issues were identified in relation to the distance to a train station, highways access, amenity, agricultural land, landscape sensitivity and SSSIs. These issues are examined in more detail in other sections.
- 8.23 The site is located approximately 2.5km from Ponteland town centre, which can be accessed by footpaths along roadside paths or along a public footpath. Footpaths also connect the site to Prestwick village. While the Ponteland town centre contains a range of services which will be complementary for both staff and businesses, the site is not well related to the settlement. In terms of supply of labour the site is accessible from adjoining settlements. The site is not well connected to residential areas. The closest bus stops are on Ponteland Road (400m away) and in Prestwick village (500m away).
- 8.24 The site falls within the Tyne and Wear Green Belt. The Northumberland Green Belt Assessment (2015) reviewed the contribution of land parcels around settlements by testing their contribution to the main purposes of the Green Belt as defined in the NPPF.

- 8.25 The site is located within land parcel area PD06b – Dobbies’ Garden Centre, which extends from the Prestwick Road End roundabout, up to Prestwick Business Centre. The assessment identifies that the LPA makes an overall high contribution to the purposes of the Green Belt. The LPA scores highly on all criteria assessed. It indicates that there is a risk of leapfrog development from Newcastle and non-compact development around the A696/Airport, that development would increase the risk of merger between Ponteland and Newcastle, and that development in any part of the LPA would encroach on the countryside.
- 8.26 The site represents an eastern part of the LPA. However, given the size, and the location of the site, away from existing development, it is considered that the assessment is equally applicable to the site.

Criterion 6: Compatibility of adjoining land uses

- 8.27 The site is lies opposite car parks associated with Newcastle International Airport, and immediately to the north of a cemetery. Development may affect the amenity of the cemetery. No residential properties are located close by.

Conclusion

- 8.28 The site is approximately 2.5km from Ponteland town centre, and not well connected to the settlement. Given the close proximity of the cemetery, amenity may be affected. Development of the site would also impact upon the purposes of the Green Belt.

ELR site assessment score	
Criterion 4: Proximity to urban areas and access to services and labour	3
Criterion 5: Sustainability and planning factors	2
Criterion 6: Compatibility of adjoining uses	3

Criterion 7: Market Attractiveness

Ownership and availability

- 8.29 The site was not proposed for employment use during in the ELR call for sites (2010) or in subsequent calls for sites. The site was identified as a potential employment site by Council officers. The site is understood to be in multiple, private ownership, but the owner of the majority of the site is known to support employment development on the site.

Development costs

- 8.30 The costs of securing an appropriate access to Preswick Road and the provision of utility connections may be significant but not prohibitive.

Market demand

- 8.31 The Employment Land and Premises Demand Study (2015) identifies a shortage of industrial premises and capacity in the market for further office provision over the plan period. It

indicates that the allocation of additional land at Ponteland should therefore be a priority for both uses.

- 8.32 The provision of land on the east side of Ponteland is supported by industry, to take advantage of proximity to the A696 dual carriageway and easy access to Newcastle, and to not accentuate local traffic issues. The site is located close to the SRN and the airport. An established business park is located a short distance to the north. There may be some conflict with the use of the neighbouring cemetery, but demand in this location is likely to be strong.

Conclusion

- 8.33 Development costs are unlikely to be prohibitive and the site is located in an area of high demand.

ELR site assessment score	
Criterion 7: Market attractiveness	4

Ponteland Site 7 – Land north west of Newcastle Airport

Total Score

Ponteland Site 7	
Total site score	23

9. Ponteland Site 8 – Land north of Ridgely Drive

Site Area (Ha): 5.708

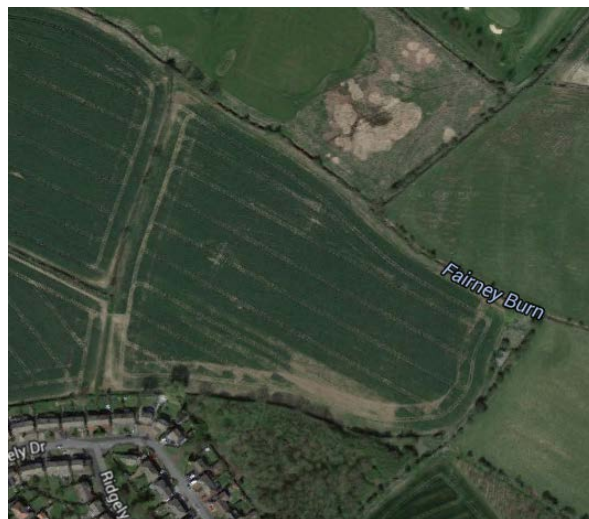
Easting: 417495.57

Northing: 572660.24

Indicative development mix (Assuming build out of 40% of the site)

Use-class	Site coverage (%)	Floorspace (sqm)	Employees
B1a	10	9132	761
B1c	40	9232	194
B2	20	4566	126

- 9.1 Site 8 is located north east of the Ridgely Drive residential development to the south east of Ponteland. It is surrounded by agricultural land in other directions.



Criterion 1: Strategic Road Access

Criterion 2: Local Road Access and Impact

- 9.2 The nearest point of access to the strategic road network is at the roundabout at Prestwick Road End, approximately 1.2km to the south east. However, the site does not connect to the public highway and there are no suitable means of connection. The site is located on the protected line of the Ponteland Bypass identified in saved PT1 of the Castle Morpeth Local Plan, but there are no firm plans for this to be developed. There are also no plans for land to the west to be developed to allow for an access from here. It is therefore considered that over the plan period the site cannot be accessed.
- 9.3 The Transport Assessment, carried out in 2015 in association with the (now withdrawn) Core Strategy, identified no capacity constraints in relation to the A696 / Rotary Way roundabout. However, as indicated above, access cannot be achieved.

Conclusion

- 9.4 Site access cannot be achieved.

ELR site assessment score	
Criterion 1: Strategic road access	1
Criterion 2: Local road access and impact	1

Criterion 3: Site Characteristics and Development Constraints

Ground conditions

- 9.5 Due to lack of access, the condition of the site has not been assessed from a site visit. However, it is considered that the site is largely level and would be suitable for the development of large footprint commercial buildings without the need for substantial earthworks.
- 9.6 The site falls within a surface coal resource area. This does not necessarily mean that the site cannot be developed but unnecessary sterilisation should be avoided and reasonable alternatives should be favoured. The site is also within a Coal Mining Reporting Area. Any application would need to demonstrate the effect of development on the resource, and include a mining report.
- 9.7 The site is greenfield in nature and in agricultural use. The area is identified as being of Grade 3 agricultural land, as is most of this area of Northumberland.

Biodiversity

- 9.8 A range of other protected species has been recorded locally. As the site is located approximately 1.9km from an SSSI to the SW, and another approximately 1.6km to the NE, further consultation would be needed with Natural England as part of any application as it may be in a SSSI impact risk zone.

Landscape and Green Infrastructure

- 9.9 The Northumberland Landscape Character Assessment (2010) identifies the site to be within the 'coalfield farmland' character area. The area is impacted by "historic and ongoing mineral

extraction which has affected large parts of the landscape, while urban fringe is also a key influence. This is a heavily modified landscape which has lost much of its natural landscape structure and which is dominated by man-made elements. However there are “there are pockets of unaltered rural character”, particularly areas of ancient woodland. The guiding principle for the landscape is to “plan”. It is suggested significant damage to landscape has already occurred and developments should try and restore and recreate where the landscape is damaged, or where key qualities remain their long term viability should be retained. In short, it is apparent that in general it is a landscape that can accommodate additional development.

- 9.10 The Northumberland Key Land Use Impact Study (2010) identifies that the landscape surrounding the settlement is locally characterised by parkland landscape and historic estates, which are considered to be of higher landscape sensitivity. The River Pont valley is also identified as being of higher sensitivity due to its importance as a landscape feature. The study identifies that to the east of Ponteland the landscape is locally modified and influenced by the airport and associated infrastructure, and is considered to be of lower sensitivity. It identifies that the potential exists to enhance the eastern settlement edge along the A696 through carefully planned new development.
- 9.11 The study indicates that development should be guided to areas of lower landscape sensitivity, to the east of the settlement. The site is located partly within this area. The study recommends that in this location field boundaries should be retained and the settlement edge strengthened.
- 9.12 While development of the site would field boundaries to be retained, development would represent an extension of the settlement to the north east and not strengthen the settlement edge, and may have a significant landscape impact.

Flooding and water management infrastructure

- 9.13 The Northumberland Strategic Flood Risk Assessment (2015) indicates that the north east boundary of the site borders an area in Flood zone 3a. A small area of the site to the southeast is susceptible to surface water flooding.
- 9.14 Consultation with NWL indicates that a 400mm diameter strategic sewage pumping main crosses this site and would require diversion or significant easements to protect it. The site is also crossed by 2 foul water sewers and has a small NWL pumping station in the north east corner.
- 9.15 The Northumberland Water Cycle Study (2015) indicates that the site is within the Kielder Water Resource Area and so there is no issue in terms of water supply.

Archaeology and historic environment

- 9.16 There are no listed buildings or other historic assets within or close to the site.
- 9.17 There is no known archaeological interest within the site. However, as per NPPF para 128 any planning application would require pre-determination evaluation (e.g. field walking, geophysical survey (that part not previously surveyed) and trial trenching) potential for

unrecorded prehistoric or Iron Age/Roman period activity. Mitigation work will depend on results of this evaluation.

Rights of way

9.18 The site is not impacted by public rights of way.

Conclusion

9.19 The main constraints to development are the potential landscape impact, and utility constraints.

ELR site assessment score	
Criterion 3: Site characteristics and development constraints	3

Criterion 4: Proximity to urban areas, and access to labour and services

Criterion 5: Sustainability and planning factors

9.20 The Major Modifications Sustainability Appraisal update (2016) shows that the site scores highly against many of the criteria considered. Criteria against which major issues were identified were in relation to distance to train station, amenity and land use, the latter as a result of the land being greenfield land. Minor issues were identified in relation to highways access, amenity, agricultural land, local wildlife, SSSIs, marketability and infrastructure constraints. These issues are examined in more detail in other sections.

9.21 The site is located approximately 1km from Ponteland town centre, which contains a range of services which will be complementary for both staff and businesses. In terms of supply of labour the site is accessible from adjoining settlements and is close to residential areas. However, as indicated previously there is no access to the site. A bus stop is already located approximately 250m away on Cheviot View.

9.22 The site falls within the Tyne and Wear Green Belt. The Northumberland Green Belt Assessment (2015) reviewed the contribution of land parcels around settlements by testing their contribution to the main purposes of the Green Belt as defined in the NPPF.

9.23 The site is located within land parcel area PD06a – Clickemin, which covers the area the length of Cheviot View up to the burn to the NE. The assessment identifies that the LPA makes a medium contribution to the purposes of the Green Belt. It indicates that there is a slight risk of leapfrog development from Newcastle, but given that development extends along much of Cheviot View, there would be a medium risk of merger between Newcastle and Ponteland. The assessment identifies that there are opportunities to create strong durable boundaries to prevent encroachment into the countryside.

9.24 The site extends significantly into the Green Belt to the northeast, and is not bounded by development on any side. The impact of development upon the purposes of the Green Belt would be significant.

Criterion 6: Compatibility of adjoining land uses

- 9.25 While not directly adjacent to it, the site is located close to the Ridgely Drive residential area. There is potential for the amenity of residents to be impacted.

Conclusion

- 9.26 Development of the site would impact adversely upon the Green Belt, and has the potential to affect the amenity of local residents. While the site is located within walking distance of the town centre, the site cannot be accessed.

ELR site assessment score	
Criterion 4: Proximity to urban areas and access to services and labour	3
Criterion 5: Sustainability and planning factors	2
Criterion 6: Compatibility of adjoining uses	2

Criterion 7: Market Attractiveness

Ownership and availability

- 9.27 The site was submitted for consideration for employment uses in the employment land review (2011). The site is understood to be in single private ownership and the same owner is promoting other sites for housing in the local area. It is understood the owner may support employment development on the site as part of wider mixed use development. Therefore as a standalone development the site would not be available.

Development costs

- 9.28 If an appropriate access can be achieved, the cost of doing so may be prohibitive. The costs of addressing utility constraints may also be significant.

Market demand

- 9.29 The Employment Land and Premises Demand Study (2015) identifies a shortage of industrial premises and capacity in the market for further office provision over the plan period. It indicates that the allocation of additional land at Ponteland should therefore be a priority for both uses.
- 9.30 The provision of land on the east side of Ponteland is supported by industry, to take advantage of proximity to the A696 dual carriageway and easy access to Newcastle, and to not accentuate local traffic issues.
- 9.31 However, given the proximity of residential properties and constraints to delivery, the site will be less attractive.

Conclusion

- 9.32 While the site may be available for development, the costs of developing the land may be prohibitive. While demand to the east of Ponteland is strong, site constraints will make this site less attractive to the market.

ELR site assessment score	
Criterion 7: Market attractiveness	3

Ponteland Site 8 – Land north of Ridgely Drive

Total score

Ponteland Site 8	
Total site score	15

10. Ponteland Site 9 – Land south east of Ponteland High School

Site Area (Ha) - 12.472

Easting - 416,791.190

Northing - 571,939.554

Indicative development mix (Assuming build out of 40% of the site)

Use-class	Site coverage (%)	Floorspace (sqm)	Employees
B1a	60	29,932.8	2,484
B1c	20	9,977.6	212
B2	20	9,977.6	277

10.1 Site 9 is located north of Rotary Way and southeast of Ponteland High School.



Criterion 1: Strategic Road Access

Criterion 2: Local Road Access and Impact

- 10.1 The site is located south of Ponteland town centre, and east of Darras Hall. The strategic road network can be accessed at Prestwick Road End Roundabout on the A696, approximately 1.2km away.
- 10.2 In order to achieve access to the site, a roundabout to the south of the Site on the B6545 would be required at suitable distance from the existing roundabout. Pedestrian and cycle connections will be required.
- 10.3 The Transport Assessment, carried out in 2015 in association with the (now withdrawn) Core Strategy, identified constraints associated with a mini-roundabout and the A696 / Callerton Lane junction in Ponteland town centre.
- 10.4 Given the location of the site, access to the SRN can be achieved avoiding the town centre, minimising the impact upon the local road network. The A696 / Rotary Way junctions to the south and east of the site are not identified as constrained.

Conclusion

- 10.5 The site is located close the strategic road network, and suitable access can be achieved by means of creating a new roundabout. Traffic flows would not greatly adversely impact upon the local road network as the key roundabout to the east is not constrained.

ELR site assessment score	
Criterion 1: Strategic road access	4
Criterion 2: Local road access and impact	4

Criterion 3: Site Characteristics and Development Constraints

Ground conditions

- 10.6 The site is level, and as such would be suitable for the development of large footprint commercial buildings without the need for substantial earthworks.
- 10.7 The site falls within a surface coal resource area. This does not necessarily mean that the site cannot be developed but unnecessary sterilisation should be avoided and reasonable alternatives should be favoured. It is also located within a Coal Mining Reporting Area. Coal outcrops traverse the SE corner of the site. This area is identified as a development high risk area. A small area in the south of the site is identified in the abandoned mines catalogue. Any application would need to demonstrate the effect on the resource, include a mining report, and a coal mining risk assessment.
- 10.8 The site is greenfield in nature and in agricultural use. The area is identified as being of Grade 3 agricultural land, as is most of this area of Northumberland.

Biodiversity

- 10.9 A number of other protected species including great crested newts have been recorded locally.

- 10.10 A watercourse runs adjacent to the site along the entire length of the northern boundary, and crosses the site in the east. Buffers may be required. Ponds are located approximately 285m to the NW and 200m to the east.
- 10.11 As the site is located approximately 550m from an SSSI to the southwest, and another 2.5km to the northeast, further consultation may be needed with Natural England as part of any application, as it may be in a SSSI impact risk zone.

Landscape and Green Infrastructure

- 10.12 The Northumberland Landscape Character Assessment (2010) identifies the site to be within the 'coalfield farmland' character area. The area is impacted by "historic and ongoing mineral extraction which has affected large parts of the landscape, while urban fringe is also a key influence. This is a heavily modified landscape which has lost much of its natural landscape structure and which is dominated by man-made elements. However there are "there are pockets of unaltered rural character", particularly areas of ancient woodland. The guiding principle for the landscape is to "plan". It is suggested significant damage to landscape has already occurred and developments should try and restore and recreate where the landscape is damaged, or where key qualities remain their long term viability should be retained. In short, it is apparent that in general it is a landscape that can accommodate additional development.
- 10.13 The Northumberland Key Land Use Impact Study (2010) identifies that the landscape surrounding the settlement is locally characterised by parkland landscape and historic estates, which are considered to be of higher landscape sensitivity. The River Pont valley is also identified as being of higher sensitivity due to its importance as a landscape feature. The study identifies that to the east of Ponteland the landscape is locally modified and influenced by the airport and associated infrastructure, and is considered to be of lower sensitivity. It identifies that the potential exists to enhance the eastern settlement edge along the A696 through carefully planned new development.
- 10.14 The study indicates that development should be guided to areas of lower landscape sensitivity, to the east of the settlement. While the site is not located within this area, the green space to the NE and west of the site is identified as a key characteristic of the landscape.
- 10.15 Development of the site would not impact upon green infrastructure designations, although it is adjacent to school playing fields for the west, and a green corridor aligned with a track to the NE.

Flooding and water management infrastructure

- 10.16 The Northumberland Strategic Flood Risk Assessment (2015) indicates that a small part of the site to the north is in flood zone 3a and is therefore at high risk of flooding. Offices, general industry and storage and distribution uses are however considered less vulnerable to flooding, and are compatible with this flood zone. A significant area of the site is susceptible to surface water flooding; particularly the areas adjacent to the watercourses.

10.17 Consultation with NWL indicates that a water main runs along the boundary of the site and will require easements to protect it. The site could drain foul sewage to a manhole in Dunsgreen. However, there may be a possibility of directing sewage to the larger diameter foul water sewers nearer the town centre.

10.18 The Northumberland Water Cycle Study (2015) indicates that the site is within the Kielder Water Resource Area and so there is no issue in terms of water supply.

Archaeology and historic environment

10.19 There are no listed buildings or other historic assets within or close to the site.

10.20 There is no known archaeological interest within the site. However, as per NPPF para 128 any planning application would require pre-determination evaluation (e.g. field walking, geophysical survey (that part not previously surveyed) and trial trenching) potential for unrecorded prehistoric or Iron Age/Roman period activity. Mitigation work will depend on results of this evaluation.

Rights of way

10.21 A public footpath crosses from north to south, across the middle of the site, and forms part of the northern boundary. A bridleway forms part of the boundary to the east.

Conclusion

10.22 The main constraints to development are the public footpath which traverses the site, and the flood risk and biodiversity considerations, in relation to developing areas close the water courses.

ELR site assessment score	
Criterion 3: Site characteristics and development constraints	3

Criterion 4: Proximity to urban areas, and access to labour and services

Criterion 5: Sustainability and planning factors

10.23 Previous Sustainability Appraisal work (2015) shows that the site scores highly against many of the criteria considered. Criteria against which major issues were identified were in relation to distance to a train station and land use, the latter as a result of it being greenfield land. Minor issues were identified in relation to highways access, agricultural land, landscape sensitivity, local wildlife and the SSSI. These issues are examined in more detail in other sections.

10.24 The site is located approximately 800m from Ponteland town centre, by public bridleway, or 1.5km by footpaths beside main roads, although there are no footpaths on Rotary way. The town centre contains a range services which will be complementary for both staff and businesses. In terms of supply of labour the site is accessible from adjoining settlements and is close to residential areas allowing for cycle and pedestrian access. The nearest bus stop is located on Middle Drive, approximately 500m to the west.

- 10.25 The site falls within the Tyne and Wear Green Belt. The Northumberland Green Belt Assessment (2015) reviewed the contribution of land parcels around settlements by testing their contribution to the main purposes of the Green Belt as defined in the NPPF.
- 10.26 The site is located within land parcel area PD08 – Rotary Drive, which covers the triangular area from the town centre to Rotary Way. The assessment identifies that the LPA makes a medium contribution to the purposes of the Green Belt. It indicates that there is a slight risk of ribbon development along the B6323, but that there are opportunities to create strong durable boundaries to prevent encroachment into the countryside.
- 10.27 The site forms the southern part of the LPA, with Rotary Way forming a strong durable boundary to the south, and the bridleway to the east. With the schools being located to the north, the impact of development on openness would be reduced.

Criterion 6: Compatibility of adjoining land uses

- 10.28 The site lies to the SE of Ponteland High School which is located to the north, and there is residential development close by, to the west. There is potential for the amenity of residents to be impacted by development, depending upon the land use. While potential access to the site would be away from the schools, there is potential for conflict between transport associated with the site and students travelling to and from school.

Conclusion

- 10.29 The site is in a sustainable location with access to services in the town centre. The impact of development on the Green Belt is reduced as a result of the close proximity of the high school and the availability of strong boundaries to the site, particularly to the south. There may be an element of conflict with neighbouring uses due to the proximity of the school and residential properties.

ELR site assessment score	
Criterion 4: Proximity to urban areas and access to services and labour	3
Criterion 5: Sustainability and planning factors	3
Criterion 6: Compatibility of adjoining uses	3

Criterion 7: Market Attractiveness

Ownership and availability

- 10.30 The site was identified as a potential site through the SHLAA in 2013, when it was promoted for residential development. The site is understood to be in private ownership. There is a lease on the land which expires in 2037. While it is understood the site could be made available for development, given that a housebuilder is known to have an interest in the land, it is considered unlikely that the site will be made available for employment uses.

Development costs

10.31 The provision of a new roundabout access and utility connections will increase development costs but should not be prohibitive.

Market demand

10.32 The Employment Land and Premises Demand Study (2015) identifies a shortage of industrial premises and capacity in the market for further office provision over the plan period. It indicates that the allocation of additional land at Ponteland should therefore be a priority for both uses.

10.33 The provision of land on the east side of Ponteland is supported by industry, to take advantage of proximity to the A696 dual carriageway and easy access to Newcastle, and to not accentuate local traffic issues.

10.34 While located in east Ponteland, with good access to the SRN, depending upon the nature of end user, the potential for conflict with the neighbouring school and residential area may reduce the appeal of developing in this location.

Conclusion

10.35 While development costs may not be prohibitive, there remains significant uncertainty about the availability of the site for employment uses. Demand for development in the east of Ponteland is strong, though the potential for conflict with neighbouring uses may reduce the appeal.

ELR site assessment score	
Criterion 7: Market attractiveness	2

Ponteland Site 9 – Land south east of Ponteland High School

Total score

Ponteland Site 9	
Total site score	22

11. Ponteland Site 10 – Clickemin Farm

Site Area (Ha): 2.66

Easting: 417,243.727

Northing: 572,656.924

Indicative development mix (Assuming build out of 60% of the site and single storey buildings)

Use-class	Site coverage (%)	Floorspace (sqm)	Employees
B1a	100	15960	1330

- 11.1 The site is located to the southeast of Ponteland town centre, between Clickemin Farm and the Ridgely Drive residential area. The site comprises agricultural land. Given the proximity to residential development an all office scheme has been assumed.



Criterion 1: Strategic Road Access

Criterion 2: Local Road Access and Impact

- 11.2 The site is located to the southeast of Ponteland town centre. The strategic road network can be accessed at Prestwick Road End Roundabout on the A696, approximately 1.5km away.
- 11.3 NCC Highways have stated that access could be acceptable if achieved off the A696. The location of any access point should not preclude development to the west of the A696. It may be beneficial for access points to both sites to align. Development may also need to take into account Ponteland Bypass proposals (saved policy P1 & P2 Castle Morpeth plan).
- 11.4 The Transport Assessment, carried out in 2015 in association with the (now withdrawn) Core Strategy, identified constraints associated with a mini-roundabout and the A696 / Callerton Lane junction in Ponteland town centre. In order to access the SRN, traffic will use the A696 / Rotary Way roundabout. No capacity constraints are identified in relation to this roundabout. Impacts upon the road network would be limited to those associated with traffic generation along Cheviot View. The site is close enough to Ponteland that the town centre is accessible by foot and cycle so development should not exacerbate existing problems in the centre of the town.

Conclusion

- 11.5 NCC Highways have stated that access could be acceptable if achieved off the A696. Constraints associated with a mini-roundabout and the A696 / Callerton Lane junction in Ponteland town centre have been identified, but the site is close enough to Ponteland that the town centre is accessible by foot and cycle.

ELR site assessment score	
Criterion 1: Strategic road access	4
Criterion 2: Local road access and impact	3

Criterion 3: Site Characteristics and Development Constraints

Ground conditions

- 11.6 The majority of site 10 is largely level, but with a slight slope from northwest to southeast. It would be suitable for the development of large footprint commercial buildings without the need for substantial earthworks.
- 11.7 The site falls within a surface coal resource area. This does not necessarily mean that the site cannot be developed but unnecessary sterilisation should be avoided and reasonable alternatives should be favoured. The site is also within a Coal Mining Reporting Area. Any application would need to demonstrate the effect of development on the resource, and include a mining report.
- 11.8 The site is greenfield in nature and in agricultural use. The area is identified as being of Grade 3 agricultural land, as is most of this area of Northumberland.

Biodiversity

- 11.9 A range of other protected species has been recorded locally. As the site is located approximately 1.8km from an SSSI to the SW, and another approximately 2.2km to the NE, further consultation would be needed with Natural England as part of any application as it may be in a SSSI impact risk zone.

Landscape and Green Infrastructure

- 11.10 The Northumberland Landscape Character Assessment (2010) identifies the site to be within the 'coalfield farmland' character area. The area is impacted by "historic and ongoing mineral extraction which has affected large parts of the landscape, while urban fringe is also a key influence. This is a heavily modified landscape which has lost much of its natural landscape structure and which is dominated by man-made elements. However there are "there are pockets of unaltered rural character", particularly areas of ancient woodland. The guiding principle for the landscape is to "plan". It is suggested significant damage to landscape has already occurred and developments should try and restore and recreate where the landscape is damaged, or where key qualities remain their long term viability should be retained. In short, it is apparent that in general it is a landscape that can accommodate additional development.
- 11.11 The Northumberland Key Land Use Impact Study (2010) identifies that the landscape surrounding the settlement is locally characterised by parkland landscape and historic estates, which are considered to be of higher landscape sensitivity. The River Pont valley is also identified as being of higher sensitivity due to its importance as a landscape feature. The study identifies that to the east of Ponteland the landscape is locally modified and influenced by the airport and associated infrastructure, and is considered to be of lower sensitivity. It identifies that the potential exists to enhance the eastern settlement edge along the A696 through carefully planned new development.
- 11.12 The study indicates that development should be guided to areas of lower landscape sensitivity, to the east of the settlement. The site is located within this area. The study recommends that in this location field boundaries should be retained and the settlement edge strengthened. Given that the site is located between Ponteland and the Ridgely Drive residential area, the impact of development upon the landscape is likely to be limited.

- 11.13 Development of the site would not impact upon green infrastructure designations.

Flooding and water management infrastructure

- 11.14 The Northumberland Strategic Flood Risk Assessment (2015) indicates that there is no risk of fluvial flooding of the site. The site also identified as not being susceptible to surface water flooding
- 11.15 Consultation with NWL indicates that a water main and a sewer cross the site and that these would need diverting will require easements to protect them.
- 11.16 The Northumberland Water Cycle Study (2015) indicates that the site is within the Kielder Water Resource Area and so there is no issue in terms of water supply.

Archaeology and historic environment

11.17 There are no listed buildings or other historic assets within or close to the site.

11.18 There is no known archaeological interest within the site. However, as per NPPF para 128 any planning application would require pre-determination evaluation (e.g. field walking, geophysical survey (that part not previously surveyed) and trial trenching) potential for unrecorded prehistoric or Iron Age/Roman period activity. Mitigation work will depend on results of this evaluation.

Rights of way

11.19 The site is not impacted by public rights of way.

Conclusion

11.20 There are no significant constraints to the development of the site.

ELR site assessment score	
Criterion 3: Site characteristics and development constraints	4

Criterion 4: Proximity to urban areas, and access to labour and services

Criterion 5: Sustainability and planning factors

11.21 The Major Modifications Sustainability Appraisal update (2016) shows that the site scores highly against many of the criteria considered. Criteria against which major issues were identified were in relation to distance to train station, amenity and land use, the latter as a result of the land being greenfield land. Minor issues were identified in relation to highways access, agricultural land, SSSIs, marketability and infrastructure constraints. These issues are examined in more detail in other sections.

11.22 The site is located approximately 900m from Ponteland town centre, and can be accessed by continuous footpath beside the A696. The town centre contains a range services which will be complementary for both staff and businesses. In terms of supply of labour the site is accessible from adjoining settlements and is close to residential areas allowing for cycle and pedestrian access. A bus stop is already located approximately 200m away on Cheviot View.

11.23 The site falls within the Tyne and Wear Green Belt. The Northumberland Green Belt Assessment (2015) reviewed the contribution of land parcels around settlements by testing their contribution to the main purposes of the Green Belt as defined in the NPPF.

11.24 The site is located within land parcel area PD06a – Clickemin, which covers the area the length of Cheviot View up to the burn to the NE. The assessment identifies that the LPA makes a medium contribution to the purposes of the Green Belt. It indicates that there is a slight risk of leapfrog development from Newcastle, but given that development extends along much of Cheviot View, there would be a medium risk of merger between Newcastle and Ponteland.

The assessment identifies that there are opportunities to create strong durable boundaries to prevent encroachment into the countryside.

- 11.25 Given that the site represents the area of the LPA which is closest to the existing development and therefore does not extend significantly into the countryside, the contribution that the site makes to the purposes of the Green Belt may be less than the LPA as a whole.

Criterion 6: Compatibility of adjoining land uses

- 11.26 The site is located adjacent and opposite residential properties on Ridgeley Drive and Cheviot View. It is assumed the site would be developed for office space and therefore the impact on the adjoining residential properties would be lessened compared to a mixed employment development. However, increased local traffic flows and light and visual pollution could potentially impact on residential amenity and the design of the site would need to minimise this.

Conclusion

- 11.27 The site is in a sustainable location, in that it is accessible from Ponteland town centre and well related to the settlement. The impact of development on the purposes of the Green Belt, while significant would not be severe. However, being located adjacent to and opposite residential developments, there is a significant risk that development for employment land may impact upon the amenity of local residents.

ELR site assessment score	
Criterion 4: Proximity to urban areas and access to services and labour	4
Criterion 5: Sustainability and planning factors	3
Criterion 6: Compatibility of adjoining uses	4

Criterion 7: Market Attractiveness

Ownership and availability

- 11.28 The site was proposed for employment use during in the ELR call for sites (2010). However, prior to this it was submitted for consideration for housing in preparation of Castle Morpeth Borough Council's Core Strategy in 2007. The site is understood to be in single private ownership and the same owner is promoting other sites for housing in the local area. It is understood the owner may support employment development on the site as part of wider mixed use development, but this is not certain. Therefore as a standalone development the site would not be available.

Development costs

- 11.29 Development costs are not considered likely to be prohibitive.

Market demand

- 11.30 The Employment Land and Premises Demand Study (2015) identifies a shortage of industrial premises and capacity in the market for further office provision over the plan period. It indicates that the allocation of additional land at Ponteland should therefore be a priority for both uses. Ponteland in particular is considered to be strong market for office based businesses and rental levels would support speculative development.
- 11.31 The provision of land on the east side of Ponteland is supported by industry, to take advantage of proximity to the A696 dual carriageway and easy access to Newcastle, and to not accentuate local traffic issues.
- 11.32 While located southeast of Ponteland in a high demand area, the potential for conflict with the neighbouring residential area is likely to reduce the appeal of developing in this location.

Conclusion

- 11.33 While development costs are not likely to be prohibitive, and the site is located in a high demand area, the potential for conflict with neighbouring residential properties may reduce the appeal of the site. There is a level of uncertainty as to whether the land would be released for employment purposes given the promotion of the site and surrounding land for housing.

ELR site assessment score	
Criterion 7: Market demand and availability	3

Ponteland Site 10 – Clickemin Farm

Total Score

Ponteland Site 10	
Total site score	25

12. Ponteland Site 11 – Prestwick Park Phase 2

Site Area (Ha): 2 (available area)

Easting: 418177.89

Northing: 572283.35

Indicative development mix (Assuming build out of 60% of the site and single storey buildings)

Use-class	Site coverage (%)	Floorspace (sqm)	Employees
B1a	100	12000	1000

- 12.1 The site is located adjacent to the existing business park at Prestwick Park to the southeast of Ponteland. The site comprises agricultural land on either side of the existing access road to the business park.



Criterion 1: Strategic Road Access

Criterion 2: Local Road Access and Impact

- 12.2 The site is located west of Prestwick village and north of Newcastle International Airport. The strategic road network can be accessed at Prestwick Road End Roundabout on the A696, approximately 500m away, via Prestwick Road.
- 12.3 An existing access to the adopted highway is already in use which should continue to be used if development proposals came forward. Development needs to take into account Ponteland Bypass proposals (saved policy P1 & P2 Castle Morpeth Plan). However, the site is located to the north of the protected line.
- 12.4 Pedestrian and cycle connections to the network required will be required where appropriate.
- 12.5 Prestwick Road provides access to the SRN. Any impacts upon the local road network are likely to be limited to Prestwick Road, a minor road.

Conclusion

- 12.6 There is already an existing access to the highway which can support development. The site is well connected to the SRN and the impact on local roads would be minimal.

ELR site assessment score	
Criterion 1: Strategic road access	4
Criterion 2: Local road access and impact	4

Criterion 3: Site Characteristics and Development Constraints

Ground conditions

- 12.7 Site 11 is level. It would be suitable for the development of large footprint commercial buildings without the need for substantial earthworks.
- 12.8 The site falls within a surface coal resource area. This does not necessarily mean that the site cannot be developed but unnecessary sterilisation should be avoided and reasonable alternatives should be favoured. The site is also within a Coal Mining Reporting Area. Coal outcrops cross the site from northeast to southwest; these areas are identified as a development high risk area. Any application would need to demonstrate the effect of development on the resource, include a mining report and a mining risk assessment.
- 12.9 The site is greenfield in nature and in agricultural use. The area is identified as being of Grade 3 agricultural land, as is most of this area of Northumberland.

Biodiversity

- 12.10 A range of other protected species has been recorded locally. As the site is located approximately 1.6km from an SSSI to the NE, and another approximately 2.4km to the SW, further consultation would be needed with Natural England as part of any application as it may be in a SSSI impact risk zone.

Landscape and Green Infrastructure

- 12.11 The Northumberland Landscape Character Assessment (2010) identifies the site to be within the 'coalfield farmland' character area. The area is impacted by "historic and ongoing mineral extraction which has affected large parts of the landscape, while urban fringe is also a key influence. This is a heavily modified landscape which has lost much of its natural landscape structure and which is dominated by man-made elements. However there are "there are pockets of unaltered rural character", particularly areas of ancient woodland. The guiding principle for the landscape is to "plan". It is suggested significant damage to landscape has already occurred and developments should try and restore and recreate where the landscape is damaged, or where key qualities remain their long term viability should be retained. In short, it is apparent that in general it is a landscape that can accommodate additional development.
- 12.12 The Northumberland Key Land Use Impact Study (2010) identifies that the landscape surrounding the settlement is locally characterised by parkland landscape and historic estates, which are considered to be of higher landscape sensitivity. The River Pont valley is also identified as being of higher sensitivity due to its importance as a landscape feature. The study identifies that to the east of Ponteland the landscape is locally modified and influenced by the airport and associated infrastructure, and is considered to be of lower sensitivity. It identifies that the potential exists to enhance the eastern settlement edge along the A696 through carefully planned new development.
- 12.13 The site is located outside of the area identified as of lower landscape sensitivity. Given that the site represents an extension of the existing business park, the landscape impact of development is likely to be less than it would otherwise have been.
- 12.14 Development of the site would not impact upon green infrastructure designations.

Flooding and water management infrastructure

- 12.15 The Northumberland Strategic Flood Risk Assessment (2015) indicates that there is no risk of fluvial flooding of the site. The site also identified as not being susceptible to surface water flooding.
- 12.16 Consultation with NWL indicates that the site does not impact on any existing water management infrastructure. Foul water drainage can be drained to a manhole 200m north of the nearby site 5.
- 12.17 The Northumberland Water Cycle Study (2015) indicates that the site is within the Kielder Water Resource Area and so there is no issue in terms of water supply.

Archaeology and historic environment

- 12.18 The Grade II listed Bath House of Prestwick Hall is located to the north of the site. Development of the site has the potential to impact upon the setting of this listed building. While much of the site is screened somewhat by the existing business park, any development would need to consider the setting.

12.19 There is no known archaeological interest within the site. However, as per NPPF para 128 any planning application would require pre-determination evaluation (e.g. field walking, geophysical survey (that part not previously surveyed) and trial trenching) potential for unrecorded prehistoric or Iron Age/Roman period activity. Mitigation work will depend on results of this evaluation.

Rights of way

12.20 The site is not impacted by public rights of way. A public footpath from NE to SW which passes, a little way north of the site.

Conclusion

12.21 Any development will need to consider the setting of Prestwick Hall Bath House, and an application supported by a mining risk assessment. Otherwise the site is relatively unconstrained. The landscape impact of development could be mitigated by design.

ELR site assessment score	
Criterion 3: Site characteristics and development constraints	3

Criterion 4: Proximity to urban areas, and access to labour and services

Criterion 5: Sustainability and planning factors

12.22 The Major Modifications Sustainability Appraisal update (2016) shows that the site scores highly against many of the criteria considered. Criteria against which major issues were identified were in relation to land use, as a result of the site being greenfield in nature. Minor issues identified were in relation to distance to railway station, highways access, agricultural land, landscape sensitivity, heritage assets, SSSI and infrastructure constraints. These issues are examined in more detail in other sections.

12.23 The site is located approximately 2km from Ponteland town centre, via a public footpath to the north of the site, or approximately 2.7kms by footpaths beside the road. The site is better related to Prestwick village. The town centre contains a range services which will be complementary for both staff and businesses. Prestwick does not have any facilities. In terms of supply of labour the site is accessible from adjoining settlements but is a little detached from residential areas. A bus stop is located in Prestwick village approximately 250m from the site, and another at the Prestwick Road End roundabout approximately 600m away.

12.24 The site falls within the Tyne and Wear Green Belt. The Northumberland Green Belt Assessment (2015) reviewed the contribution of land parcels around settlements by testing their contribution to the main purposes of the Green Belt as defined in the NPPF.

12.25 The site traverses two land parcel areas; PD06b – Dobbies Garden Centre, and PD07 – Prestwick. The site represents the extreme NE corner of PD06b and the western edge of PD07.

12.26 The assessment identifies that the LPA PD06b makes an overall high contribution to the purposes of the Green Belt. The LPA scores highly on all criteria assessed. It indicates that there is a risk of leapfrog development from Newcastle and non-compact development

around the A696/Airport, that development would increase the risk of merger between Ponteland and Newcastle, and that development in any part of the LPA would encroach on the countryside.

12.27 The assessment of LPA PD07 identifies that it makes an overall high contribution to the purposes of the Green Belt. The LPA scores highly on all criteria assessed. It indicates that there is a risk of leapfrog development from Newcastle and ribbon development along the C354, that development would risk of merger between Ponteland and Newcastle, and that the LPA comprises countryside with limited opportunities to strong, durable boundaries to prevent encroachment.

12.28 While both LPAs score highly in terms of the contribution they make to purposes of the Green Belt, the site represents a very small part of each LPA. The eastern part of the site, in LPA PD07 is bounded by the C354 to the, the existing business park and the business park's access road. While development would result in an element of ribbon development along the C354, the development will be contained by strong boundaries. The western boundary of the part of the site in LPA PD06b is represented by a continuation of a line from NW to SE formed by the car park serving the existing business park, down to Prestwick Road. A new boundary to the site will need to be created to provide a durable boundary.

Criterion 6: Compatibility of adjoining land uses

12.29 The site is located adjacent to the existing Prestwick Business Park. Development of the site is unlikely to conflict with adjoining land uses.

Conclusion

12.30 The site is located is close the strategic road network and Newcastle International Airport. The site however not well related, or connected to Ponteland. Given that development would represent an extension of the existing business park, there should be no conflict with neighbouring land uses, particularly if similar uses are proposed. While the LPAs within which the site located make a strong contribution to the purposes of the Green Belt, given the scale of the site and its location adjacent to the existing development, a carefully designed development, with a new durable boundary, would have a limited impact upon the Green Belt.

ELR site assessment score	
Criterion 4: Proximity to urban areas and access to services and labour	3
Criterion 5: Sustainability and planning factors	3
Criterion 6: Compatibility of adjoining uses	4

Criterion 7: Market Attractiveness

Ownership and availability

12.31 The site was not proposed for employment use during in the ELR call for sites (2010) or in subsequent calls for sites. The site was identified as a potential employment site by Council

officers. The site is known to be in single private ownership. The owner is known to be keen to bring forward the site for employment uses having previously developed Prestwick Business Park.

Development costs

12.32 The site is connected to the highway and the existing business site is connected with utilities. Development costs are not considered likely to be prohibitive but a string landscape boundary will be required. However rental levels are likely to be sufficient to support speculative development.

Market demand

12.33 The Employment Land and Premises Demand Study (2015) identifies a shortage of industrial premises and capacity in the market for further office provision over the plan period. It indicates that the allocation of additional land at Ponteland should therefore be a priority for both uses. Ponteland in particular is considered to be strong market for office based businesses and rental levels would support speculative development.

12.34 The provision of land on the east side of Ponteland is supported by industry, to take advantage of proximity to the A696 dual carriageway and easy access to Newcastle, and to not accentuate local traffic issues.

12.35 Prestwick Business Park has proved to be a successful development with high levels of occupation. It is likely that provision of further units of this size would bring strong demand for other small scale businesses locate on the business park. However as businesses have currently moved away from the development as they have grown, it is therefore apparent that there would be demand for slightly larger move on office space. Larger scale offices are also permitted at the airport allowing for a comprehensive local offer.

Conclusion

12.36 The cost of expanding the existing business park is unlikely to be prohibitive and there is a clear willingness from the landowner to bring forward the development. Demand is strong in this location for office accommodation.

ELR site assessment score	
Criterion 7: Market demand and availability	5

Ponteland Site 11– Prestwick Park Phase 2

Total Score

Ponteland Site 11	
Total site score	26

13. Ponteland Site 12 – Newcastle Airport (north west)

Site Area (Ha): 7.683

Easting: 417,675.224

Northing: 571,909.491

Indicative development mix (Assuming build out of 40% of the site)

Use-class	Site coverage (%)	Floorspace (sqm)	Employees
B1b	40	12,292.8	424
B2	40	12,292.8	341
B8	20	6,146.4	88

- 4.1 The site comprises agricultural land, and is bounded to the east by the A696 with the junction to Prestwick (B6545) half way along this boundary and the Airport junction at the southern end. The former railway line forms the long boundary along the SW side.



Criterion 1: Strategic Road Access

Criterion 2: Local Road Access and Impact

- 13.2 The site is located south east of Ponteland, and close to Newcastle International Airport. The strategic road network is close by and can be accessed at Prestwick Road End Roundabout on the A696, less than 500m away.
- 13.3 In order to achieve appropriate access, changes to one or both of the existing roundabouts that adjoin the site would be needed.
- 13.4 The Transport Assessment, carried out in 2015 in association with the (now withdrawn) Core Strategy, identified constraints associated with a mini-roundabout and the A696 / Callerton Lane junction in Ponteland town centre. The A696 /Rotary Way roundabout, and the Callerton way / Rotary Way roundabouts are identified as unconstrained.
- 13.5 Traffic accessing the SRN is not therefore likely to have a significant impact upon the local road network. The impact upon the junctions in the town centre would be limited.

Conclusion

- 13.6 The site is located very close to the SRN and appropriate highways access can be achieved. Development in this location would not have a significant impact upon the local road network as at least one of the possible access junctions is relatively unconstrained.

ELR site assessment score	
Criterion 1: Strategic road access	4
Criterion 2: Local road access and impact	4

Criterion 3: Site Characteristics and Development Constraints

Ground conditions

- 13.7 Site 12 is relatively level. It would be suitable for the development of large footprint commercial buildings without the need for substantial earthworks.
- 13.8 The site falls within a surface coal resource area. This does not necessarily mean that the site cannot be developed but unnecessary sterilisation should be avoided and reasonable alternatives should be favoured. It is also located within a Coal Mining Reporting Area. Coal outcrops cross the site from northeast to southwest. These are aligned with identified development high risk areas. Any application would need to demonstrate the effect on the resource, include a mining report, and a coal mining risk assessment.
- 13.9 The site is greenfield, and in agricultural use. The area is identified as being of Grade 3 agricultural land, as is most of this area of Northumberland.

Biodiversity

- 13.10 A number of protected species including great crested newts have been recorded locally. As the site is located approximately 2km from an SSSI to the SW, and another to the NE, further

consultation would be needed with Natural England as part of any application as it may be in a SSSI impact risk zone.

Landscape and Green Infrastructure

- 13.11 The Northumberland Landscape Character Assessment (2010) identifies the site to be within the 'coalfield farmland' character area. The area is impacted by "historic and ongoing mineral extraction which has affected large parts of the landscape, while urban fringe is also a key influence. This is a heavily modified landscape which has lost much of its natural landscape structure and which is dominated by man-made elements. However there are "there are pockets of unaltered rural character", particularly areas of ancient woodland. The guiding principle for the landscape is to "plan". It is suggested significant damage to landscape has already occurred and developments should try and restore and recreate where the landscape is damaged, or where key qualities remain their long term viability should be retained. In short, it is apparent that in general it is a landscape that can accommodate additional development.
- 13.12 The Northumberland Key Land Use Impact Study (2010) identifies that the landscape surrounding the settlement is locally characterised by parkland landscape and historic estates, which are considered to be of higher landscape sensitivity. The River Pont valley is also identified as being of higher sensitivity due to its importance as a landscape feature. The study identifies that to the east of Ponteland the landscape is locally modified and influenced by the airport and associated infrastructure, and is considered to be of lower sensitivity. It identifies that the potential exists to enhance the eastern settlement edge along the A696 through carefully planned new development.
- 13.13 The study indicates that development should be guided to areas of lower landscape sensitivity, to the east of the settlement. The site is located within this area. The study recommends that in this location field boundaries should be retained and the settlement edge strengthened. While in an area of lower landscape sensitivity, given the open nature of the site, in an area which currently does not have development, the landscape impact may be significant.
- 13.14 Whilst development of the site would not impact upon green infrastructure, the bridleway to the SW (former railway line) is used for local amenity.

Flooding and water management infrastructure

- 13.15 The Northumberland Strategic Flood Risk Assessment (2015) indicates that there is no risk of fluvial flooding of the site. A small area within the site is at lower risk of surface water flooding.
- 13.16 Consultation with NWL indicates that the locality does not impact on any existing water management infrastructure.
- 13.17 The Northumberland Water Cycle Study (2015) indicates that the site is within the Kielder Water Resource Area and so there is no issue in terms of water supply.

Archaeology and historic environment

13.18 Street House Farmhouse, a grade II listed building is located opposite the site. Development on the site has the potential to impact upon the setting of this listed building.

13.19 There is no known archaeological interest within the site. However, as per NPPF para 128 any planning application would require pre-determination evaluation (e.g. field walking, geophysical survey (that part not previously surveyed) and trial trenching) potential for unrecorded prehistoric or Iron Age/Roman period activity. Mitigation work will depend on results of this evaluation.

Rights of way

13.20 The site is not impacted by public rights of way. A bridleway from the northwest to southeast is located west of the site. Having said this, if access were to be from the Airport roundabout, this could be impacted by the necessary roadline

Conclusion

13.21 The main constraints to development are the presence of coal outcrops which are identified as development high risk areas, the potential for impact upon a nearby listed building, and landscape impact.

ELR site assessment score	
Criterion 3: Site characteristics and development constraints	3

Criterion 4: Proximity to urban areas, and access to labour and services

Criterion 5: Sustainability and planning factors

13.22 Previous Sustainability Appraisal work (2015) shows that sites in this locality score highly against many of the criteria considered. Criteria against which a major issue was identified were in relation the existing land use. Minor issues were identified in relation to the distance to a train station, highways access, agricultural land, landscape sensitivity, and SSSIs. These issues are examined in more detail in the site characteristics and development constraints section.

13.23 The site is located approximately 1.9km from Ponteland town centre, by footpath and public bridleway. The town centre contains a range of services which will be complementary for both staff and businesses. In terms of supply of labour the site is accessible from adjoining settlements. The site is relatively close to residential areas. However, currently the site is not served by cycleway or footpaths. Bus stops are located close to the southern end of the site, outside the Airport.

13.24 The site falls within the Tyne and Wear Green Belt. The Northumberland Green Belt Assessment (2015) reviewed the contribution of land parcels around settlements by testing their contribution to the main purposes of the Green Belt as defined in the NPPF.

13.25 The site is located within land parcel area PD09b – Callerton Hall, which extends from the A696 in the east to Callerton Lane in the west. The assessment identifies that the LPA makes an overall high contribution to the purposes of the Green Belt. The LPA scores highly on all criteria assessed. It indicates that there is a risk of leapfrog development from Newcastle and non-compact development around the A696/Airport, that development would increase the risk of merger between Ponteland and Newcastle, and that development in any part of the LPA would encroach on the countryside. While the site represents only a small part of the LPA, it is considered that the assessment is equally applicable to the site.

Criterion 6: Compatibility of adjoining land uses

13.26 The site is adjacent to a handful of houses on its north-eastern side and Dobbies Garden Centre and the Badger Public House are a short distance to the north. The scale of the impact of development upon residential amenity would be affected by the land use but is likely to be limited, and affect relatively few properties.

Conclusion

13.27 The site is located approximately 1.9km from the Ponteland town centre, and not well connected to the settlement. Development in this location would represent encroachment into the countryside, in an area which makes a high contribution to the purposes of the Green Belt. While conflict with adjoining land uses may be minimal, the site does not score highly in terms of sustainability.

ELR site assessment score	
Criterion 4: Proximity to urban areas and access to services and labour	3
Criterion 5: Sustainability and planning factors	2
Criterion 6: Compatibility of adjoining uses	3

Criterion 7: Market Attractiveness

Ownership and availability

13.28 The site was not proposed for employment use during in the ELR call for sites (2010) or in subsequent calls for sites until its recent suggestion in the SHELAA 2018. The site is known to be in private ownership. The owner is not known to be promoting the site for economic development. The site currently farmed.

Development costs

13.29 The provision of a new access and utility connections, and improved cycling and pedestrian access will increase development costs.

Market demand

13.30 The Employment Land and Premises Demand Study (2015) identifies a shortage of industrial premises and capacity in the market for further office provision over the plan period. It

indicates that the allocation of additional land at Ponteland should therefore be a priority for both uses.

13.31 The provision of land on the east side of Ponteland is supported by industry, to take advantage of proximity to the A696 dual carriageway and easy access to Newcastle, and to not accentuate local traffic issues. The site is located very close to the SRN and there is likely to be limited conflict with neighbouring uses, depending upon the land use. Business demand for the site is likely to be strong.

Conclusion

13.32 It is apparent that whilst abnormal development costs associated with the site are unlikely to be prohibitive. Demand for development in this location is likely to be strong.

ELR site assessment score	
Criterion 7: Market attractiveness	3

Ponteland Site 12 – Newcastle Airport (north west)

Total score

Ponteland Site 12	
Total site score	22

14. Ponteland Site 13 – Newcastle Airport (west)

Site Area (Ha): 2.30

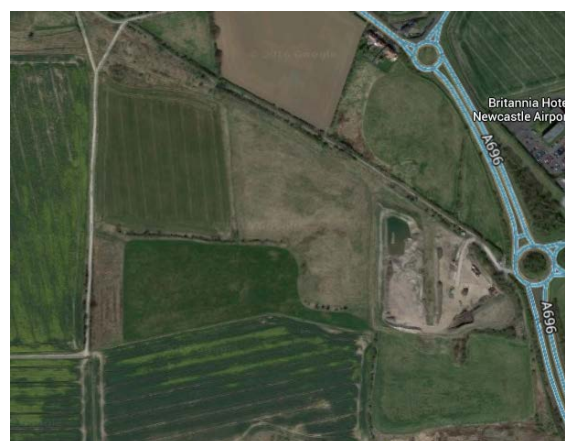
Easting: 417,889.530

Northing: 571,512.460

Indicative development mix (Assuming build out of 40% of the site)

Use-class	Site coverage (%)	Floorspace (sqm)	Employees
B1c	40	3,680.0	78
B2	40	3,680.0	102
B8	20	1,840.0	26

14.1 The site is located to the west of Newcastle International Airport. It is thought to have formed part of an area reclaimed from surface mining. This is the remaining part of a stretch of land submitted to the 2018 SHELAA that was not also part of the already assessed Site 4, (above).



Criterion 1: Strategic Road Access

Criterion 2: Local Road Access and Impact

- 14.2 The site is located south east of Ponteland, and very close to Newcastle International Airport. The site lies west of a site that currently benefits from direct access to the strategic road network at the airport roundabout. Development in this location could impact upon the A696 and A1 junctions and further consultation with Highways England would be required to ascertain the impact. Discussions with Newcastle International Airport revealed that future expansion plans of the airport would likely require the enlargement of the current roundabout access off the A696. Therefore the development of the site would have to consider its contribution to the need for this upgrade and ensure physically that there is sufficient land to allow for the improvements to be made.
- 14.3 Given that the site is only connected indirectly off the dual carriageway, the impact of development on the local road network would only be minimised if developed after the site that lies immediately adjacent to this junction. Given the distance of the site from Ponteland town centre, the use of services in Ponteland by businesses and employees may generate a small amount of traffic in the town centre.

Conclusion

- 14.4 While connected to the SRN, further investigations would need to be undertaken to ascertain the impacts upon the SRN and whether the existing access can support development in relation to future expansion plans of the airport. The impact upon the local road network is considered to be minimal.

ELR site assessment score	
Criterion 1: Strategic road access	4
Criterion 2: Local road access and impact	3

Criterion 3: Site Characteristics and Development Constraints

Ground conditions

- 14.5 Site 13 is generally level. It would be suitable for the development of large footprint commercial buildings without the need for substantial earthworks.
- 14.6 The site and area has a history of mining. The site falls within a surface coal resource area. This does not necessarily mean that the site cannot be developed but unnecessary sterilisation should be avoided and reasonable alternatives should be favoured. It is also located within a Coal Mining Reporting Area. The site was previously a surface mine, and may contain shallow mine workings. Coal outcrops cross the site from northeast to southwest. These are aligned with identified development high risk areas. The site includes mine entry points. Any application would need to demonstrate the effect on the resource, include a mining report, and coal mining risk assessment.
- 14.7 The site is greenfield, having been reclaimed from surface mining. The site is mix of Grade 3a and 3b agricultural land.

Biodiversity

- 14.8 A number of protected species including great crested newts have been recorded locally. As the site is located approximately 2km from an SSSI to the west, and another 2.5km to the north, further consultation would be needed with Natural England as part of any application as it may be in a SSSI impact risk zone.

Landscape and Green Infrastructure

- 14.9 The Northumberland Landscape Character Assessment (2010) identifies the site to be within the 'coalfield farmland' character area. The area is impacted by "historic and ongoing mineral extraction which has affected large parts of the landscape, while urban fringe is also a key influence. This is a heavily modified landscape which has lost much of its natural landscape structure and which is dominated by man-made elements. However there are "there are pockets of unaltered rural character", particularly areas of ancient woodland. The guiding principle for the landscape is to "plan". It is suggested significant damage to landscape has already occurred and developments should try and restore and recreate where the landscape is damaged, or where key qualities remain their long term viability should be retained. In short, it is apparent that in general it is a landscape that can accommodate additional development.
- 14.10 The Northumberland Key Land Use Impact Study (2010) identifies that the landscape surrounding the settlement is locally characterised by parkland landscape and historic estates, which are considered to be of higher landscape sensitivity. The River Pont valley is also identified as being of higher sensitivity due to its importance as a landscape feature. The study identifies that to the east of Ponteland the landscape is locally modified and influenced by the airport and associated infrastructure, and is considered to be of lower sensitivity. It identifies that the potential exists to enhance the eastern settlement edge along the A696 through carefully planned new development.
- 14.11 The study indicates that development should be guided to areas of lower landscape sensitivity, to the east of the settlement. The site is located within this area. The study recommends that in this location field boundaries should be retained and the settlement edge strengthened. While in an area of lower landscape sensitivity, given the open nature of the site, in an area which currently does not have much development, the landscape impact may be significant.
- 14.12 Development of the site would not impact upon green infrastructure.

Flooding and water management infrastructure

- 14.13 The Northumberland Strategic Flood Risk Assessment (2015) indicates that there is no risk of fluvial flooding of the site. However a large part of the site is at risk of surface water flooding.
- 14.14 Consultation with NWL indicates that the location would not impact on any existing water management infrastructure.
- 14.15 The nearest public foul water sewer is in the access road to Newcastle Airport. Connecting to this sewer would require crossing of A696 at the airport roundabout.

14.16 The Northumberland Water Cycle Study (2015) indicates that the site is within the Kielder Water Resource Area and so there is no issue in terms of water supply.

Archaeology and historic environment

14.17 There are no listed buildings or other historic assets within or close to the site.

14.18 There is no known archaeological interest within the site. However, as per NPPF para 128 any planning application would require pre-determination evaluation (e.g. field walking, geophysical survey (that part not previously surveyed) and trial trenching) potential for unrecorded prehistoric or Iron Age/Roman period activity. Mitigation work will depend on results of this evaluation.

Rights of way

14.19 The site is not directly impacted by public rights of way. A bridleway (419/055) forms the northern boundary of the site, while a public footpath is not far from the southern boundary.

Conclusion

14.20 Constraints to development largely relate to the mining history of the site, and the provision of utility connections. Previous mine workings and mine entry points may affect development potential, while connecting to sewers across the A696 may be problematic. Issues of surface water flooding could create an obstacle.

ELR site assessment score	
Criterion 3: Site characteristics and development constraints	2

Criterion 4: Proximity to urban areas, and access to labour and services

Criterion 5: Sustainability and planning factors

14.21 Previous Sustainability Appraisal work (2015) shows that the immediately adjoining site scores highly against many of the criteria considered. Criteria against which a major issue was identified were in relation the existing land use, as the site is greenfield. Minor issues were identified in relation to highways access, agricultural land and marketability. These issues are examined in more detail in other sections.

14.22 The site is located approximately 2.5km from Ponteland town centre, by footpath and public bridleway. The town centre contains a range of services which will be complementary for both staff and businesses. In terms of supply of labour the site is accessible from adjoining settlements. The site is some distance from residential areas. The site is directly connected to Ponteland town centre by a public bridleway. A bus stop is located at the airport, approximately 500m away. A Tyne and Wear metro station is also located at the airport.

14.23 The site falls within the Tyne and Wear Green Belt. The Northumberland Green Belt Assessment (2015) reviewed the contribution of land parcels around settlements by testing their contribution to the main purposes of the Green Belt as defined in the NPPF.

14.24 The site is located within land parcel area PD09b – Callerton Hall, which extends from the A696 in the east to Callerton Lane in the west. The assessment identifies that the LPA makes an overall high contribution to the purposes of the Green Belt. The LPA scores highly on all criteria assessed. It indicates that there is a risk of leapfrog development from Newcastle and non-compact development around the A696/Airport, that development would increase the risk of merger between Ponteland and Newcastle, and that development in any part of the LPA would encroach on the countryside. While the site represents only a small part of the LPA, it is considered that the assessment is equally applicable to the site.

Criterion 6: Compatibility of adjoining land uses

14.25 The site is close to Newcastle International Airport, and car parks and hotels associated with the airport. There will be little conflict with neighbouring uses.

Conclusion

14.26 The site is located approximately 2.5km from the Ponteland town centre, and not well connected to the settlement. It is well connected to the Newcastle Airport. Development in this location would represent encroachment into the countryside, in an area which makes a high contribution to the purposes of the Green Belt. While conflict with adjoining land uses may be minimal, the site does not score highly in terms of sustainability.

ELR site assessment score	
Criterion 4: Proximity to urban areas and access to services and labour	2
Criterion 5: Sustainability and planning factors	2
Criterion 6: Compatibility of adjoining uses	4

Criterion 7: Market Attractiveness

Ownership and availability

14.27 The site was not proposed for employment use during in the ELR call for sites (2010) or in subsequent calls for sites but has now been identified in the 2018 SHELAA call for sites. The site is known to be in private ownership. Part of the site, across which access may need to be taken, is currently being used for waste processing with planning permission to do this for a number of years ahead.

Development costs

14.28 The costs of securing utility connections given the complications of crossing the A696, and providing an appropriate access for this use on the SRN may be significant. The need for an access road through the neighbouring land will also add to costs.

Market demand

14.29 The Employment Land and Premises Demand Study (2015) identifies a shortage of industrial premises and capacity in the market for further office provision over the plan period. It

indicates that the allocation of additional land at Ponteland should therefore be a priority for both uses.

14.30 The provision of land on the east side of Ponteland is supported by industry, to take advantage of proximity to the A696 dual carriageway and easy access to Newcastle, and to not accentuate local traffic issues. The site is located very close to the airport and provides almost direct access to the SRN. There is likely to be little conflict with neighbouring uses. However the current waste operation and aircraft noise may be prohibitive to certain types of employment development.

Conclusion

14.31 Development costs and the availability of the site for employment uses are significant constraints to development. Market demand for some uses would also be subdued by current uses on part of the site and potentially by aircraft noise.

ELR site assessment score	
Criterion 7: Market demand and availability	2

Ponteland Site 13 –Newcastle Airport (west)

Total score

Ponteland Site 13	
Total site score	19

15. Ponteland Site 14 – Newcastle Airport (south-west)

Site Area (Ha): 4.366

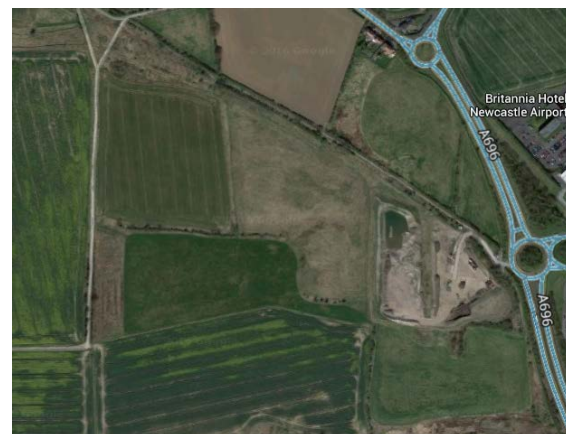
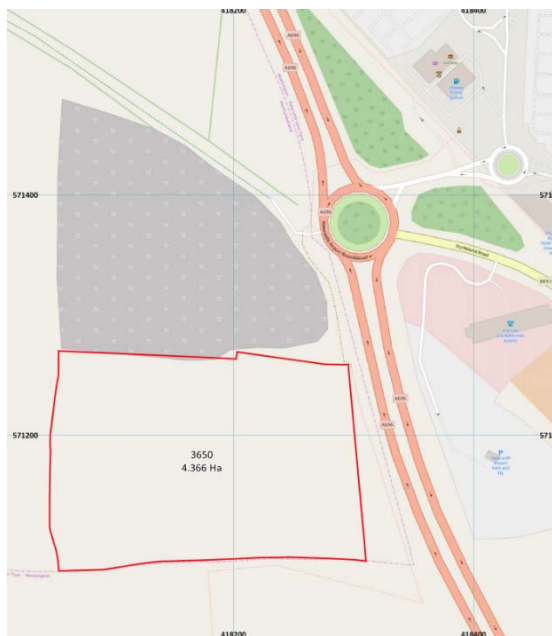
Easting: 418,180.080

Northing: 571,185.560

Indicative development mix (Assuming build out of 40% of the site)

Use-class	Site coverage (%)	Floorspace (sqm)	Employees
B1b	40	6,985.6	241
B2	40	6,985.6	194
B8	20	3,492.8	50

15.1 The site is located to the west of Newcastle International Airport. It is adjacent to an area reclaimed from surface mining but is greenfield, in agricultural use. This is a submission to the 2018 SHELAA.



Criterion 1: Strategic Road Access

Criterion 2: Local Road Access and Impact

- 15.2 The site is located south east of Ponteland, and very close to Newcastle International Airport. The site lies south of a site that currently benefits from direct access to the strategic road network at the airport roundabout. Development in this location could impact upon the A696 and A1 junctions and further consultation with Highways England would be required to ascertain the impact. Discussions with Newcastle International Airport revealed that future expansion plans of the airport would likely require the enlargement of the current roundabout access off the A696. Therefore the development of the site would have to consider its contribution to the need for this upgrade and ensure physically that there is sufficient land to allow for the improvements to be made.
- 15.3 Given that the site is only connected indirectly off the dual carriageway, the impact of development on the local road network would only be minimised if developed after the site that lies immediately adjacent to this junction. Given the distance of the site from Ponteland town centre, the use of services in Ponteland by businesses and employees may generate a small amount of traffic in the town centre.

Conclusion

- 15.4 While connected to the SRN, further investigations would need to be undertaken to ascertain the impacts upon the SRN and whether the existing access can support development in relation to future expansion plans of the airport. The impact upon the local road network is considered to be minimal.

ELR site assessment score	
Criterion 1: Strategic road access	4
Criterion 2: Local road access and impact	3

Criterion 3: Site Characteristics and Development Constraints

Ground conditions

- 15.5 Site 14 is generally level. It would be suitable for the development of large footprint commercial buildings without the need for substantial earthworks.
- 15.6 The site and area has a history of mining. The site falls within a surface coal resource area. This does not necessarily mean that the site cannot be developed but unnecessary sterilisation should be avoided and reasonable alternatives should be favoured. It is also located within a Coal Mining Reporting Area. The site was previously a surface mine, and may contain shallow mine workings. Coal outcrops cross the site from northeast to southwest. These are aligned with identified development high risk areas. The site includes mine entry points. Any application would need to demonstrate the effect on the resource, include a mining report, and coal mining risk assessment.
- 15.7 The site is greenfield. The site is mix of Grade 3a and 3b agricultural land.

Biodiversity

- 15.8 A number of protected species including great crested newts have been recorded locally. As the site is located approximately 2km from an SSSI to the west, and another 2.5km to the north, further consultation would be needed with Natural England as part of any application as it may be in a SSSI impact risk zone.

Landscape and Green Infrastructure

- 15.9 The Northumberland Landscape Character Assessment (2010) identifies the site to be within the 'coalfield farmland' character area. The area is impacted by "historic and ongoing mineral extraction which has affected large parts of the landscape, while urban fringe is also a key influence. This is a heavily modified landscape which has lost much of its natural landscape structure and which is dominated by man-made elements. However there are "there are pockets of unaltered rural character", particularly areas of ancient woodland. The guiding principle for the landscape is to "plan". It is suggested significant damage to landscape has already occurred and developments should try and restore and recreate where the landscape is damaged, or where key qualities remain their long term viability should be retained. In short, it is apparent that in general it is a landscape that can accommodate additional development.
- 15.10 The Northumberland Key Land Use Impact Study (2010) identifies that the landscape surrounding the settlement is locally characterised by parkland landscape and historic estates, which are considered to be of higher landscape sensitivity. The River Pont valley is also identified as being of higher sensitivity due to its importance as a landscape feature. The study identifies that to the east of Ponteland the landscape is locally modified and influenced by the airport and associated infrastructure, and is considered to be of lower sensitivity. It identifies that the potential exists to enhance the eastern settlement edge along the A696 through carefully planned new development.
- 15.11 The study indicates that development should be guided to areas of lower landscape sensitivity, to the east of the settlement. The site is located within this area. The study recommends that in this location field boundaries should be retained and the settlement edge strengthened. While in an area of lower landscape sensitivity, given the open nature of the site, in an area which currently does not have much development, the landscape impact may be significant.
- 15.12 Development of the site would not impact upon green infrastructure.

Flooding and water management infrastructure

- 15.13 The Northumberland Strategic Flood Risk Assessment (2015) indicates that there is no risk of fluvial flooding of the site. However the southern half of the site is at risk of surface water flooding.
- 15.14 Consultation with NWL indicates that the location would not impact on any existing water management infrastructure.
- 15.15 The nearest public foul water sewer is in the access road to Newcastle Airport. Connecting to this sewer would require crossing of A696 at the airport roundabout.

15.16 The Northumberland Water Cycle Study (2015) indicates that the site is within the Kielder Water Resource Area and so there is no issue in terms of water supply.

Archaeology and historic environment

15.17 There are no listed buildings or other historic assets within or close to the site.

15.18 There is no known archaeological interest within the site. However, as per NPPF para 128 any planning application would require pre-determination evaluation (e.g. field walking, geophysical survey (that part not previously surveyed) and trial trenching) potential for unrecorded prehistoric or Iron Age/Roman period activity. Mitigation work will depend on results of this evaluation.

Rights of way

15.19 A Public Footpath (419/017) crosses the northern part of the site E-W and could reduce the developable area unless a diversion is put in place.

Conclusion

15.20 Constraints to development largely relate to the mining history of the site, and the provision of utility connections. Previous mine workings and mine entry points may affect development potential, while connecting to sewers across the A696 may be problematic. Issues of surface water flooding could create an obstacle, as could the footpath that crosses the site.

ELR site assessment score	
Criterion 3: Site characteristics and development constraints	2

Criterion 4: Proximity to urban areas, and access to labour and services

Criterion 5: Sustainability and planning factors

15.21 Previous Sustainability Appraisal work (2015) shows that the immediately adjoining site scores highly against many of the criteria considered. Criteria against which a major issue was identified were in relation the existing land use, as the site is greenfield. Minor issues were identified in relation to highways access, agricultural land and marketability. These issues are examined in more detail in other sections.

15.22 The site is located approximately 3km from Ponteland town centre, by footpath and public bridleway. The town centre contains a range of services which will be complementary for both staff and businesses. In terms of supply of labour the site is accessible from adjoining settlements. The site is some distance from residential areas. The site is directly connected to Ponteland town centre by a public bridleway. A bus stop is located at the airport, approximately 400m away. A Tyne and Wear metro station is also located at the airport.

15.23 The site falls within the Tyne and Wear Green Belt. The Northumberland Green Belt Assessment (2015) reviewed the contribution of land parcels around settlements by testing their contribution to the main purposes of the Green Belt as defined in the NPPF.

15.24 The site is located within land parcel area PD09b – Callerton Hall, which extends from the A696 in the east to Callerton Lane in the west. The assessment identifies that the LPA makes an overall high contribution to the purposes of the Green Belt. The LPA scores highly on all criteria assessed. It indicates that there is a risk of leapfrog development from Newcastle and non-compact development around the A696/Airport, that development would increase the risk of merger between Ponteland and Newcastle, and that development in any part of the LPA would encroach on the countryside. While the site represents only a small part of the LPA, it is considered that the assessment is equally applicable to the site.

Criterion 6: Compatibility of adjoining land uses

15.25 The site is close to Newcastle International Airport, and car parks and hotels associated with the airport. There will be little conflict with neighbouring uses.

Conclusion

15.26 The site is located approximately 3km from the Ponteland town centre, and not well connected to the settlement. It is well connected to the Newcastle Airport. Development in this location would represent encroachment into the countryside, in an area which makes a high contribution to the purposes of the Green Belt. While conflict with adjoining land uses may be minimal, the site does not score highly in terms of sustainability.

ELR site assessment score	
Criterion 4: Proximity to urban areas and access to services and labour	2
Criterion 5: Sustainability and planning factors	2
Criterion 6: Compatibility of adjoining uses	4

Criterion 7: Market Attractiveness

Ownership and availability

15.27 The site was not proposed for employment use during in the ELR call for sites (2010) or in subsequent calls for sites but has now been identified in the 2018 SHELAA call for sites. The site is known to be in private ownership. Part of the site, across which access may need to be taken, is currently being used for waste processing with planning permission to do this for a number of years ahead.

Development costs

15.28 The costs of securing utility connections given the complications of crossing the A696, and providing an appropriate access for this use on the SRN may be significant. The need for an access road through the neighbouring land will also add to costs.

Market demand

15.29 The Employment Land and Premises Demand Study (2015) identifies a shortage of industrial premises and capacity in the market for further office provision over the plan period. It

indicates that the allocation of additional land at Ponteland should therefore be a priority for both uses.

15.30 The provision of land on the east side of Ponteland is supported by industry, to take advantage of proximity to the A696 dual carriageway and easy access to Newcastle, and to not accentuate local traffic issues. The site is located very close to the airport and provides almost direct access to the SRN. There is likely to be little conflict with neighbouring uses. However the current waste operation and aircraft noise may be prohibitive to certain types of employment development.

Conclusion

15.31 Development costs and the availability of the site for employment uses are significant constraints to development. Market demand for some uses would also be subdued by current uses on part of the site and potentially by aircraft noise.

ELR site assessment score	
Criterion 7: Market demand and availability	2

Ponteland Site 14 –Newcastle Airport (south-west)

Total score

Ponteland Site 14	
Total site score	19

16. Ponteland Site 15 – Land at Birney Hill

Site Area (Ha): 40 (Developable)

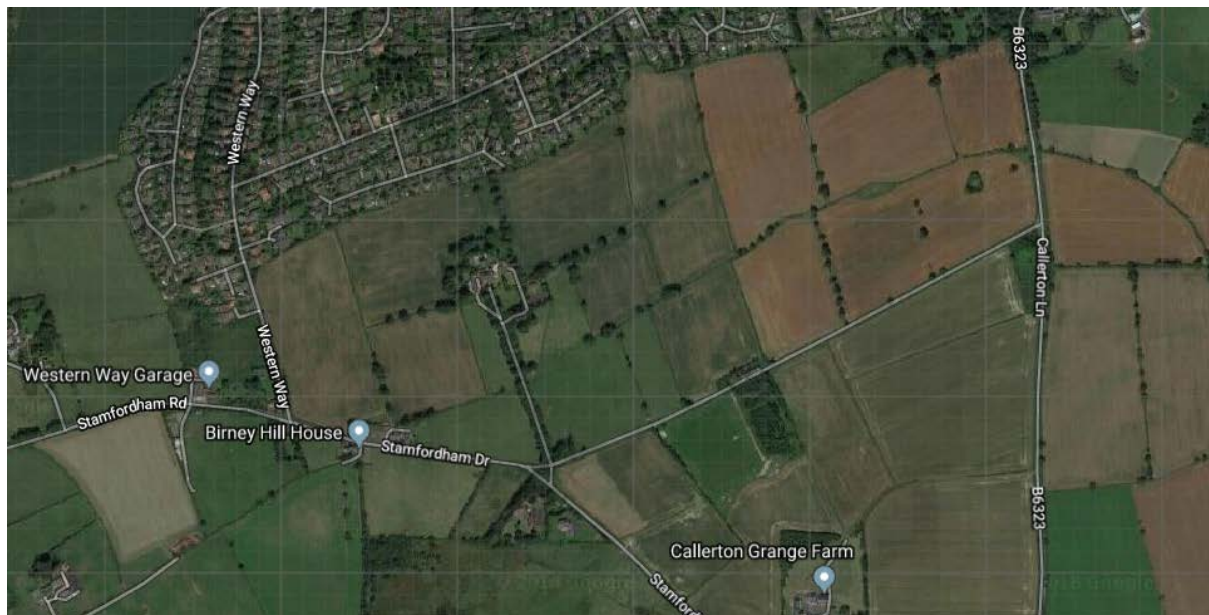
Easting: 415,341.000

Northing: 570,041.000

Indicative development mix (Assuming build out of 40% of 40% of the developable area)

Use-class	Site coverage (%)	Floorspace (sqm)	Employees
B1a	20	16,000	1,454
B1c	20	16,000	340

- 16.1 The site is located to the south of Darras Hall on open farmland. It has been the subject of an Appeal relating to housing and related uses which was dismissed. It has now been submitted to the 2018 SHELAA for a mixture of uses and it is being assumed (above) that about 40 % of the 40Ha of developable land would be for these B-class employment uses.



Criterion 1: Strategic Road Access

Criterion 2: Local Road Access and Impact

- 16.2 The site is located south of the large Darras Hall Estate in Ponteland. It is in the near vicinity of Newcastle Airport. A number of minor roads surround the site, including the B6323 on its eastern side. It is about three kilometres by road to the nearest point on the A696 strategic road network. A development of the scale being proposed would be likely to require considerable upgrading of the B and C class roads that link it to more major routes.
- 16.3 The large size of the site would require considerable internal road infrastructure and suitable access points from the surrounding road system.

Conclusion

- 16.4 Significant investment is likely to be needed , both to link the site to the A-Class Roads and to provide access and egress to and from the development and circulation within it.

ELR site assessment score	
Criterion 1: Strategic road access	2
Criterion 2:Local road access and impact	2

Criterion 3: Site Characteristics and Development Constraints

Ground conditions

- 16.5 The site is undulating falling gradually from south to north. Much of it could be suitable for the development of larger footprint commercial buildings without the need for substantial earthworks.
- 16.6 The site falls within a surface coal resource area. This does not necessarily mean that the site cannot be developed but unnecessary sterilisation should be avoided and reasonable alternatives should be favoured. It is also located within a Coal Mining Standing Advice area and the eastern end is a Coal Mining Referral area. Any application would need to demonstrate the effect on the resource, include a mining report, and coal mining risk assessment.
- 16.7 The site is greenfield. The site Grade 3 agricultural land.

Biodiversity

- 16.8 A number of protected species have been recorded locally. As the site is located approximately 1km from an SSSI to the north, further consultation would be needed with Natural England as part of any application as it may be in a SSSI impact risk zone.

Landscape and Green Infrastructure

- 16.9 The Northumberland Landscape Character Assessment (2010) identifies the western two-thirds of the site to be within LCA 38d Pont Valley. This area is a medium- to small-scale shallow valley. The dominant land use is pasture, and a particular characteristic of this area is the higher frequency of mature hedgerow trees. The recommended approach is to manage

the landscape- i.e. where key qualities are intact, securing their long-term viability while restoring and replacing them, where damaged. Meanwhile the eastern third of the site is in LCA 39c Stannington, a more modified landscape with an urban fringe character. The approach here is to retain traditional features but plan to restore features where possible.

16.10 The Northumberland Key Land Use Impact Study (2010) identifies that the landscape on this side of the built-up area of Darras Hall is of higher sensitivity. It has a guideline requiring protection of the remnant parkland at Birney Hall

16.11 The past Birney Hill appeal Inspector found value in the landscape because the site is “the long-standing and deliberate setting of the Darras Hall Estate”, providing the setting for listed buildings. It includes “remnant parkland” and shows “remarkable historical continuity”. He stated that “...a parkland and agricultural landscape of local value would be replaced by a suburban development and recreational space substantially altering its character.”

16.12 Development of the site would also impact upon green infrastructure in the form of the hedgerows that sub-divide the area.

Flooding and water management infrastructure

16.13 The Northumberland Strategic Flood Risk Assessment (2015) indicates that there is no risk of fluvial flooding of the site. Only small areas of the site are at risk of surface water flooding.

16.14 Some water cycle related issues, to do with surface water run-off, were addressed during the appeal process on the previous residential application. However these were not insurmountable, through suitable SuDS etc.

16.15 The Northumberland Water Cycle Study (2015) indicates that the site is within the Kielder Water Resource Area and so there is no issue in terms of water supply.

Archaeology and historic environment

16.16 Within the appeal site, though not forming part of it, stands Birney Hall, a grade II listed building (with a separately-listed gateway). It is surrounded by fairly dense tree and shrub growth and has a formal avenue leading to it from Birney Hill Lane. On the north side of Stamfordham Road, and within the site, stands a former windmill, listed in grade II but derelict and lacking (for very many years) its cap and sails. A little to its west along the road, between the mill and Birney Hall and again within the appeal site, are the buildings of Birney Hill Farm; many are traditional farm buildings, some are more modern, none is listed. On the south side of Stamfordham Road, more or less opposite the mill and outside the appeal site, stands Birney Hall Farmhouse, originally an inn, and also listed in grade II.

16.17 The previous appeal found that development would harm the settings of three listed buildings. While this would be less than substantial, it was found that the desirability of preserving their settings would need to be given significant weight in the planning balance.

16.18 There is no known archaeological interest within the site. However, as per NPPF para 128 any planning application would require pre-determination evaluation (e.g. field walking, geophysical survey (that part not previously surveyed) and trial trenching) potential for

unrecorded prehistoric or Iron Age/Roman period activity. Mitigation work will depend on results of this evaluation.

Rights of way

16.19 No PROWs cross the site, although some meet its outer edges.

Conclusion

16.20 Constraints to development largely relate to the impact of large scale development on the landscape and, in particular, the settings of Listed structures. Other issues tend to affect small parts of the site and/or could be overcome with a degree of mitigation which could nevertheless be costly on a site of this magnitude. The landscape / setting issues are important ones, however.

ELR site assessment score	
Criterion 3: Site characteristics and development constraints	2

Criterion 4: Proximity to urban areas, and access to labour and services

Criterion 5: Sustainability and planning factors

16.21 The Previous appeal inspector considered sustainability issues and found that distances involved in reaching key local services would be greater than thought appropriate for walking and the development would almost inevitably be car-orientated. On the other hand he acknowledged that drives to reach Newcastle and other important services would not be lengthy – something which could be of equal weight when considering journeys to any employment located here.

16.22 The site is located approximately 2.5 to 3km from Ponteland town centre. The town centre contains a range of services which will be complementary for both staff and businesses. Some other services are located slightly closer, at 1 to 2 km distant. In terms of supply of labour the site is accessible from adjoining settlements.

16.23 The site falls within the Tyne and Wear Green Belt. The previous appeal inspector took the view that the effect of development here would be “to compromise the Green Belt purposes to check the unrestricted sprawl of a large built-up area (Ponteland), prevent neighbouring towns (Newcastle and Ponteland) merging into one another and safeguard the countryside from encroachment.”

Criterion 6: Compatibility of adjoining land uses

16.24 While mixed uses are encouraged, the residential and rural nature of surrounding areas and parts of the site itself could have the effect of limiting the range of employment that could be located here.

16.25 The location alongside the main airport flight path is also a potential constraint as to what land uses are distributed where, if the site is developed.

Conclusion

16.26 The site is located approximately 2 to 3km from the Ponteland town centre, and not well connected to the settlement. Development in this location would represent encroachment into the countryside, in an area which makes a high contribution to the purposes of the Green Belt. There could be conflict with adjoining land uses. The site is close to the airport flight path. The site does not score highly in terms of sustainability.

ELR site assessment score	
Criterion 4: Proximity to urban areas and access to services and labour	2
Criterion 5: Sustainability and planning factors	2
Criterion 6: Compatibility of adjoining uses	3

Criterion 7: Market Attractiveness

Ownership and availability

16.27 The site was not proposed for employment use during in the ELR call for sites (2010) or in subsequent calls for sites but has now been identified in the 2018 SHELAA call for sites for mixed uses. The site is known to be in single private ownership.

Development costs

16.28 There would be considerable costs of securing utility connections given the separation of the area from existing development. Road upgrades will also be needed, especially if significant heavy goods vehicles are to require access to any employment element of the site.

Market demand

16.29 The Employment Land and Premises Demand Study (2015) identifies a shortage of industrial premises and capacity in the market for further office provision over the plan period. It indicates that the allocation of additional land at Ponteland should therefore be a priority for both uses.

16.30 The provision of land on the east side of Ponteland is supported by industry, to take advantage of proximity to the A696 dual carriageway and easy access to Newcastle, and to not accentuate local traffic issues. The site is, however, somewhat removed from this main road system. Having said this, the relative proximity to the airport could prove an advantage. On the other hand, aircraft noise may be prohibitive to certain types of employment development.

Conclusion

16.31 Development costs and the suitability of the site for employment uses are significant constraints to development. Market demand for some uses would also be subdued by the distance from the main road system and, while the airport, Tyneside and labour pools would be in relatively easy reach, the site is nevertheless away from the strategic road network and aircraft noise could prove a further constraint on marketability.

ELR site assessment score	
Criterion 7: Market demand and availability	2

Ponteland Site 15 –Land at Birney Hill

Total score

Ponteland Site 15	
Total site score	15

17. Ponteland Total Site Scores

Site reference	Site name	Strategic Road Access	Local Road Access and congestion	Site characteristics and development constraints	Proximity to urban areas and access to services and labour	Sustainability and planning factors	Compatibility of adjoining uses	Market attractiveness	Total site score
1	Land north of Ponteland High School	3	3	4	5	4	3	4	26
2	Land south of Ponteland High School	3	3	2	4	3	2	4	21
3	Land south of B6545	4	4	3	3	2	3	3	22
4	Land west of Newcastle Airport	4	4	2	2	2	4	2	20
5	Land east of A696	4	3	3	3	2	2	3	20
6	Land south west of Prestwick	4	4	3	3	2	3	5	24
7	Land north west of Newcastle Airport	4	4	3	3	2	3	4	23
8	Land north of Ridgley Drive	1	1	3	3	2	2	3	15
9	Land south east of Ponteland High School	4	4	3	3	3	3	2	22
10	Clickemin Farm	4	3	4	4	3	4	3	25
11	Prestwick Park Phase 2	4	4	3	3	3	4	5	26
12	Newcastle Airport (north-west)	4	4	3	3	2	3	3	22
13	Newcastle Airport (west)	4	3	2	2	2	4	2	19
14	Newcastle Airport (south-west)	4	3	2	2	2	4	2	19
15	Land at Birney Hill	2	2	2	2	2	3	2	15

17.1 The assessments indicate that the most suitable locations for employment development are Sites 1 and 11. However despite the positive aspects of the location Site 1 is not available for employment development. Other sites to the north of Rotary Way (2 and 9) are also not considered to be available and are

constrained by other issues. Site 11 also scored highly but the potential impact on the surrounding landscape and the Green Belt would need to be mitigated to ensure that the separation between Ponteland and Prestwick is maintained. Sites 5, 6, 7, 12, 13, 14 and 15 would have a greater adverse impact on the need for the Green Belt to maintain settlement separation. Site 11 therefore helps to remove this constraint by retaining a substantial open green corridor between the two settlements. Sites 3, 4, 12, 14 and 15 would introduce development to areas of open countryside and could result in urban sprawl into the Green Belt, and Sites 4 and 15 are also constrained by access and market demand issues. Site 8 is inaccessible and is not considered to be a viable option, whilst the adjoining site 10 scores highly, but it is not clear if the site is available for employment development. The evidence base suggests the need for both industrial and office base development. Some of the options are likely to be only suitable for office development and have therefore only been assessed for this use. In providing for further industrial growth consideration needs to be given that there is substantial permitted and planned employment development south of Newcastle Airport which can provide for demand in the local market. Nevertheless, despite scoring 20, part of site 4, immediately opposite the main Airport entrance road, could offer scope for B-Class uses overspilling or relocating from Ponteland, (as well as airport related uses), complementing, rather than competing with the Prestick Park site. Clearly this would require some modification to the Airport roundabout, which may be needed in any case. There is scope to reuse land that has been reclaimed and still has a partially semi- derelict appearance