

**SUMMARY PROOF OF EVIDENCE
BY
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**NEW TYNE CROSSING
PLANNING PROOF OF EVIDENCE
Ref TWPTA 12S**

THE COUNCIL OF THE CITY OF NEWCASTLE UPON TYNE

ENTERPRISE, ENVIRONMENT & CULTURE DIRECTORATE

PLANNING & TRANSPORTATION DIVISION

CIVIC CENTRE

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1.Introduction

- 1.1 I am Harvey Edward Emms. I am a graduate from the University of Newcastle upon Tyne, having obtained a degree (with honours) in Town and Country Planning. I am a Member of the Royal Town Planning Institute.
- 1.2 I joined Newcastle City Council in April 2001 as Group Manager of the Strategic Planning and Transportation Department. Newcastle City Council is the Lead Authority in Tyne and Wear for Transport Planning. As Chair of the Joint Transport Working Group, I am responsible for the production, monitoring and reporting of the Local Transport Plan for Tyne and Wear. It is for this reason that I have been asked to give planning evidence on behalf of the PTA to this inquiry.
- 1.3 I am familiar with the application site and its surroundings, the background and consideration of the application and the details of the application.

2.Scope of Evidence

- 2.1 My evidence in chief outlines and considers the planning policy issues that must be taken into consideration in determining the proposal for the New Tyne Crossing as set out in the Statement of Matters. In particular I focus on the justification for the particular proposals in the TWA Order including the extent to which they are consistent with national, regional and local planning and transport policies; the loss of open space and proposals for its replacement; and, the extent to which the proposed demolition and other works to the listed buildings affected by the proposed New Tyne Crossing may conflict with Planning Policy Guidance Note 15 - Planning and the Historic Environment

3. Consideration Of Main Issues

- 3.1 I have assessed the proposals submitted by the TWPTA and have determined that they raise a number of planning issues outlined below.

Transport

- 3.2 A New Tyne Crossing (NTC) is identified in the North Tyneside Unitary Development Plan (NTUDP), South Tyneside Unitary Development Plan (STUDP) and the Local Transport Plan for Tyne and Wear (LTP). Both NTUDP and the LTP identify the scheme as a major improvement scheme and STUDP safeguards a route for a NTC.
- 3.3 I consider that the NTC will reduce congestion which will result in consequential benefits for the wider transport network; provide opportunities for enhancement of public transport services which would not otherwise arise; and develop the existing road system to enhance access to the A19 corridor. Given the proposal is identified in the STUDP, NTUDP and LTP it is entirely consistent with the principles of PPG1 and PPG12. In addition, given that it creates the circumstances in which sustainable transport can be enhanced I consider that the transport planning elements of the proposals are acceptable.

Economic

- 3.4 Regional Planning Guidance and the Regional Economic Strategy aim to attract investment to Tyne and Wear in order to create jobs and to build on the initiatives that have sought to restructure the economy following the decline of traditional industries.
- 3.5 The NTC will assist the local authorities of North and South Tyneside in meeting their objectives of economic regeneration by providing improved accessibility to the area thus enhancing the attractiveness of local employment sites and building an image of connectivity and growth.

Nature Conservation

- 3.6 The site of the proposed NTC is not subject to any specific environmental designations. There are however a number of identified environmentally sensitive residential areas in close proximity. The scheme has been designed to mitigate the adverse effects of the proposal, which is in accordance with STUDP, NTUDP and

PPG9 and should therefore be considered acceptable, subject to the implementation of appropriate conditions and obligations to ensure that full mitigation is provided.

Archaeology

- 3.7 The majority of impacts on archaeology will be associated with the construction phase.
- 3.8 The County Archaeological Unit has agreed the recommended archaeological mitigation strategy contained in the Code of Construction Practice, which should be secured by planning condition.

Listed Buildings

Charles Palmer Statue

- 3.9 English Heritage has been consulted on the application and supports the repair of the monument and its removal and considerate re-use in another more suitable location.
- 3.10 STMBC has recommended that listed building consent be granted as the proposal accords with its own plans for the listed statue and policy guidance set out in PPG15 and the UDP.

Gaslight public house

- 3.11 This is located on the line of the proposed cut and cover section of the New Tyne Crossing.
- 3.12 PPG15 acknowledges that in very exceptional cases demolition of listed buildings may proceed, although redevelopment of the site should result in substantial benefits to the community that outweighs its loss.
- 3.13 English Heritage have acknowledged that the proposed new tunnel would meet that 'very exceptional case' as it is of such strategic importance to the transport infrastructure of Tyneside and is likely to be a major contributor to the regeneration of that area.
- 3.14 The applicant has undertaken to provide a detailed drawing and photographic record of the building and has also determined that suitable organisations have no interest in the structure other than its constituent elements. As such, listed building consent should be granted, subject to appropriate recording conditions.

Wall

- 3.15 English Heritage has confirmed that the proposed wall demolition is not considered to have a detrimental impact on the setting of the listed building. Both STMBC and NTMBC have recommended that listed building consent is granted in respect of this application and I concur with this view.
- 3.16 Therefore, in conclusion I consider that the listed building elements of the proposals are in accordance with national and local planning guidance in respect of listed buildings and listed building consent should be granted, subject to the imposition on conditions set out in Appendix B of my main proof.

Amenity

- 3.17 The construction phase of the proposals will lead to temporary changes to the local environment although a series of mitigation measures have been prepared to minimise these effects.

Noise

- 3.18 Whilst there will be an increase in noise in some locations during the construction of the New Tyne Crossing all reasonable efforts will be taken to ensure that the impact is minimised. In relation to operational noise it has been demonstrated that there will not be an increase in current noise levels, due to appropriate mitigation being provided through the tunnel design process. Accordingly, the proposal is in accordance with government guidance and development plan policy.

Air Quality

- 3.19 Neither DEFRA nor the EA has raised any objection to the proposal in respect of air quality.
- 3.20 A condition to monitor air quality and provide appropriate mitigation during the construction phase will be applied. Given the completed scheme will not generate additional emissions and appropriate mitigation is proposed for the construction phase this aspect of the scheme is in accordance with planning policy.

Open Space

- 3.21 The affected two wards south of the River are recognised in the UDP as having adequate public recreational open space provision against the adopted standards.

- 3.22 The proposals for the New Tyne Tunnel do not involve a net loss of playing fields.
- 3.23 The proposals for the New Tyne Crossing will result in an increase in public open space. In South Tyneside 0.86 hectares of open space will be lost, but will be replaced with 2.61 hectares of open space.
- 3.24 Construction of the Jarrow Junction of the Tunnel will primarily affect residents in Epinay Walk through the partial loss of a small area of green space and trees fronting the houses. This area is not identified as public open space on the South Tyneside UDP Proposals Map, nor is it included within the Open Space assessment and is thus not contributing to the open space requirement of the area. There are positive alternative proposals to replace this open space, resulting in a net increase in open space in the area, which is still accessible to local residents. I consider that the proposals are therefore consistent with PPG17 and UDP policy.
- 3.25 Within North Tyneside district, the proposed works will involve open land currently used as open space, which will be reinstated after development and hence is consistent with the UDP policies and the thrust of PPG17.
- 3.26 It is proposed that the Hadrian's Wall National Trail is temporarily diverted whilst works are being undertaken on the NTC. An improved route will then be reinstated on completion of the NTC works, which is entirely consistent with the provisions of the UDP. The North Tyne Cycleway (Wallsend to Tynemouth route) will be unaffected.

4. CONCLUSIONS

- 4.1 I have analysed relevant development plan policies and I am satisfied that the New Tyne Crossing is consistent with these Plans
- 4.2 I have analysed relevant Regional and national planning policy and I am satisfied that the NTC proposals generally comply with these policies.
- 4.3 The provision of a new Tyne crossing between East Howdon and Jarrow is strongly supported by economic and transport policy on a national, regional and local level.
- 4.4 The Crossing will assist in the delivery of a long-term strategy for economic regeneration in the Region by providing good access to employment opportunities whilst addressing capacity and congestion problems on the strategic trunk road network.

- 4.5 The identification and justification for the route has been through a robust and proper process, is included within both relevant authorities UDPs, and is identified as a major scheme for early implementation in the current Local Transport Plan for Tyne and Wear.
- 4.6 Potential impacts on amenity, listed buildings and archaeology have been appropriately mitigated against and endorsed by the relevant bodies and the local planning authorities.
- 4.65 There are positive proposals to replace open space, resulting in a net increase in open space in the area, which is still accessible to local residents. I consider that these proposals are consistent with PPG17 and UDP policy.
- 4.7 I am satisfied that in planning terms that the strategic case for the New Tyne Crossing is strong, the benefits of which clearly outweigh any potential local disbenefits.
- 4.8 I finish by confirming that the proposed New Tyne Crossing is consistent with national, regional and local policy and recommend that the applications should be approved.