

Cabinet 14<sup>th</sup> October 2013

Item 6b

Appendix 2

North Tyneside Consultation Draft Local Plan



Working in partnership with  
**CAPITA**

# Local Plan: Consultation Draft October 2013



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# I Introduction

## I Introduction

### Purpose of this Local Plan Consultation Draft

- 1.1** This document sets out for discussion and engagement the proposals for a new plan for North Tyneside.
- 1.2** This consultation draft highlights the policies that the Council propose to guide planning decisions and establish the framework for the sustainable growth and development of North Tyneside for the next fifteen years.
- 1.3** In particular, the Consultation Draft is a key opportunity for anyone with an interest in planning in North Tyneside including the Borough's residents, businesses, visitors and organisations to respond and express their views on the range of development sites that may be required to meet the needs of the Borough for growth in homes and jobs.
- 1.4** Comments and responses will be accepted in respect of this Local Plan Consultation Draft for a period of up to **ten weeks**.
- 1.5** Following this consultation period the responses received will be analysed and will help shape the policies and proposals of the Local Plan.

### Why Prepare a Local Plan?

- 1.6** North Tyneside Council as a Local Planning Authority (LPA) has a responsibility to produce documents for its area that sets out its policies for the development and use of land. The Local Plan, also known as a development plan is the most important of these, including allocations of land for development and general planning policies. Once adopted, the Local Plan will be the starting point for the consideration of planning applications for the development and use of land.
- 1.7** Ensuring that North Tyneside has an up-to-date Local Plan is therefore very important to enable the local community and Council to help shape and have a say on the way decisions are taken on applications for development that can fundamentally change the Borough.

### Role of the Local Plan and National Planning Policy

- 1.8** The key aims for planning in England, that the North Tyneside Local Plan will be required to conform with, are set out within the National Planning Policy Framework (NPPF). The NPPF sets out within a single document the principles and objectives that are required to underpin approaches to plan making and development management.
- 1.9** Central to this within the NPPF is the "presumption in favour of sustainable development" that establishes in general terms that:

# I Introduction

- a. Local Plans should positively seek to meet the development needs of their area, and meet objectively assessed needs unless the harm of doing so would demonstrably conflict with the NPPF itself; and
- b. That decision-taking should see that proposals that accord with development plans are approved without delay, and where plans are silent or out-of-date on an issue, permission should be granted for development.

**1.10** The key strategic priorities that Local Plans are intended to address are set out within the NPPF, and include:

- a. The homes and jobs needed in the Borough.
- b. Retail, leisure and other commercial development.
- c. Infrastructure provision for transport, telecommunications, waste management, water, flood risk, coastal change, minerals and energy.
- d. Provision of health facilities, community and cultural infrastructure and other local facilities.
- e. Climate change mitigation and adaptation.
- f. Conservation and enhancement of natural and built environment.

The North Tyneside Local Plan proposes as part of this a range of strategic, development management and area-specific policies. This includes:

- a. An overall **spatial vision** for North Tyneside to 2030.
- b. A series of **objectives** designed to achieve the vision.
- c. A **spatial development strategy** shaped by and to deliver the objectives.
- d. **Borough wide policies** and **site specific allocations** to guide and control the overall scale, type and location of new development and investment.
- e. Locally specific **policies and proposals for key areas** of North Tyneside, notably:
  - i. Wallsend,
  - ii. North Shields,
  - iii. the Coast, and
  - iv. The North West Communities.

## The Regional Context - The Duty to Cooperate

### Tyne and Wear and the North East

North Tyneside is one of five authorities within the Tyne and Wear conurbation, and is closely connected to Northumberland, placing the Borough at the heart of a wider strategic area encompassing over 1.4 million people. The Local Plan seeks to understand and forge a strategy that recognises North Tyneside position within this wider area.

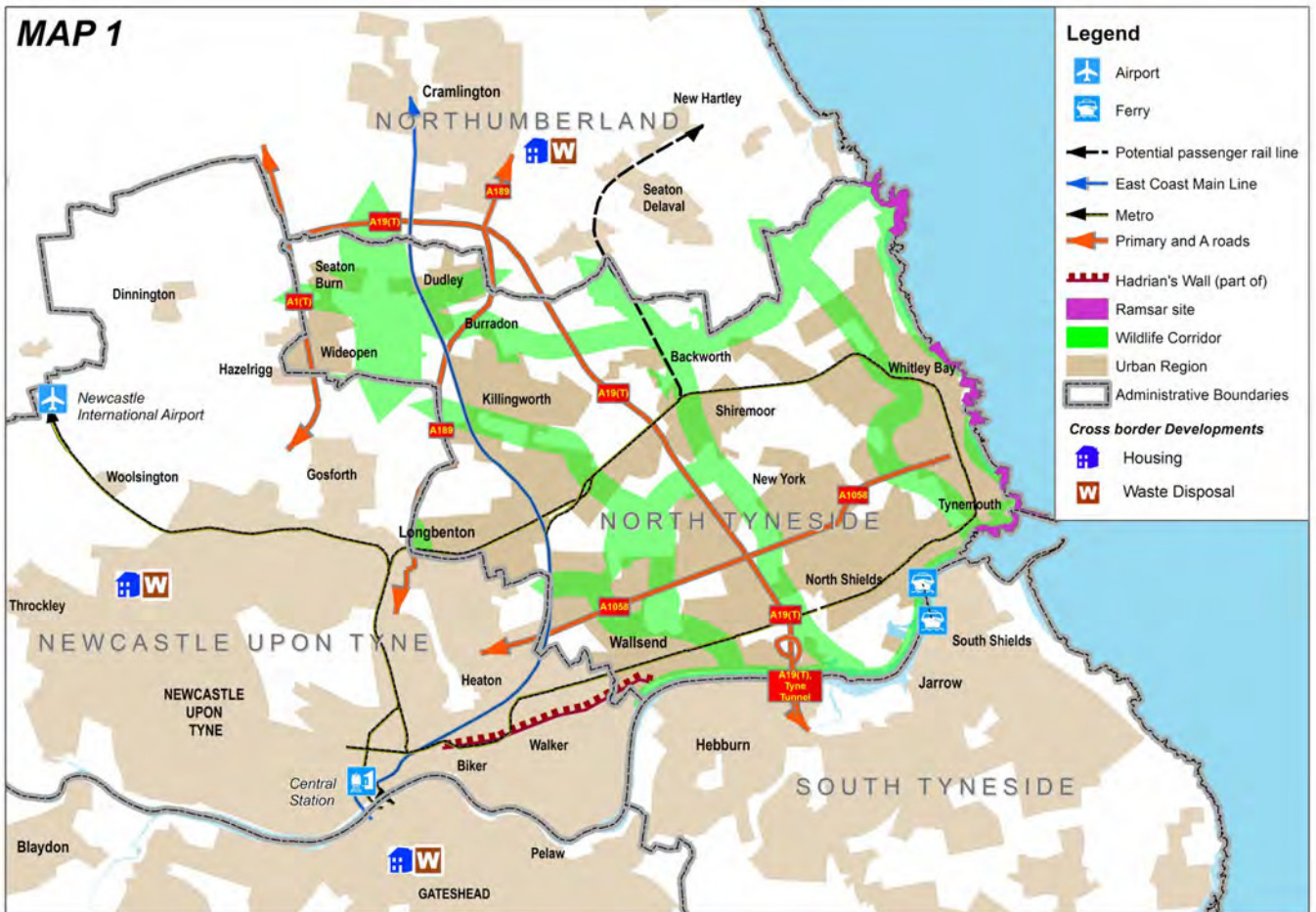
The geographical position of North Tyneside means that it has a common boundary with Northumberland County Council and Newcastle City Council, and whilst the River Tyne presents a barrier, South Tyneside. This proximity, particularly with Northumberland and Newcastle mean we share several issues and opportunities, and require a joint approach in responding to them.

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The way in which North Tyneside functions depends upon a variety of inter-relationships with its neighbours for employment, leisure, shopping and housing needs. The authority is committed to working with its neighbours to ensure the needs of the North Tyneside and wider community are met.

More specifically, close physical and community links with our neighbours play a key role in the Borough's housing market and travel to work area, as much of the Borough, particularly along the key transport links along the Coast Road and southern loop of the Metro form a continuous urban area with Newcastle. Meanwhile areas such as the north west of the Borough are as closely related to Cramlington, Gosforth and Newcastle city centre as to the wider North Tyneside area.

The growth and development proposed in these neighbouring areas can therefore have a significant influence on North Tyneside's strategy for sustainable development and growth. Map I below illustrates the key connections.



Map I: North Tyneside and connections with neighbouring authorities

- **Regional Spatial Strategy for the North East**

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The Regional Spatial Strategy for the North East (RSS\_) previously formed a part of the development plan for North Tyneside. The RSS set out overarching policy for the region and set out key requirements for planning delivery such as the level of house building and employment land supply for each Local Authority. However, RSS was formally abolished by government in April 2013 and no longer forms part of the development plan for the Borough.

## **The duty to co-operate**

Whilst there is no longer a regional planning in England, Section 33A of the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011) introduces a new "duty to co-operate" in preparing Local Plans, that ensures that Local Authorities have regard to cross boundary issues in co-operation with their neighbouring authorities and other key organisations such as English Heritage and Natural England. This approach is also advocated in the NPPF that sets out a series of strategic priorities for the duty to co-operate, including:

- Homes and jobs;
- Retail, leisure and other commercial development;
- Infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- Health, security, community and cultural infrastructure and other local facilities; and
- Climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

## **Fulfilling the duty to co-operate in the North East**

Planning Officers from the five Tyne and Wear authorities, plus Northumberland County and Durham County, have met regularly throughout the formulation of this Plan to share and respond to cross-boundary issues. Similarly, a shared approach has been explored on several of the evidence documents that inform this Plan. Borne from these discussions is a Memorandum of Understanding, to be considered by North Tyneside's Cabinet in November 2013, that sets out the agreement between the seven relevant authorities on how they will comply with the duty to cooperate.

Joint working will be continued through the implementation of the policies and proposals in this Plan where appropriate and particularly considering the following issues:

- Housing and Population
- Economic Growth and Planning for Jobs
- Transport and Infrastructure
- Community Infrastructure Levy (CIL)
- Minerals and Waste
- Waste Water Treatment

## **North East Local Enterprise Partnership and Combined Authority**

# I Introduction

Increasingly the North East Local Enterprise Partnership provides a joint approach for the seven Local Authorities of North Tyneside, Newcastle, Gateshead, South Tyneside, Sunderland, Northumberland and Durham. The potential opportunities provided by close working relationships between the authorities in the creation of a combined authority, LA7, will have an important strategic role influencing particularly the economy, skills and transport across the area.

Within North Tyneside the identification of the former Swan Hunter shipyard in Wallsend and land at the Port of Tyne as sites forming part of the North East Low Carbon Enterprise Zone benefiting from incentives for companies to invest in those locations, demonstrates the key role the Local Enterprise Partnership can have on shaping planning strategy for North Tyneside. Through its duty to co-operate with its neighbours and other key agencies the North Tyneside will draw on these regional activities to inform the Local Plan strategy.

The North East Independent Economic Review: Report April 2013 commissioned by the North East LEP sets out key priorities for the area and a series of recommendations to boost economic growth and investment. Following publication of this review the North East LEP is now in process of preparing its Strategic Economic Plan. It will be important for this Local Plan to have regard to this emerging plan in due course.

## Preparing the Plan

### What does the Local Plan replace?

In North Tyneside the current development plan is the Unitary Development Plan 2002 (UDP). Current UDP policies are "saved" and, as far as the UDP conforms with the NPPF, will continue to form the basis for planning decisions until completion of the Local Plan.

This consultation draft is the first time through review of the UDP that the Council has set out a complete set of proposals and policies for the entire Borough within a single plan. Previous work on a revised Local Plan has been within the Borough wide but high level policies of the Core Strategy or locationally specific Area Action Plans for North Shields, Wallsend and the Coast.

However, new guidance for plan making set out in the NPPF encourages production of a single plan. In June 2014 North Tyneside's Cabinet made the decision to proceed with production of a North Tyneside Local Plan. It is intended that this approach will enable coherent approach to developing the long term plan for the Borough linking both the strategic development and growth of North Tyneside (the Core Strategy), and targeted regeneration and investment (the Area Action Plans), communicated to the public and consultees through a single consultation process.

There are also some matters and issues dealt with in this draft that have not previously been subject to public consultation. These generally cover matters that are requirements of the NPPF, but are also vital to ensuring sustainable development in North Tyneside, including issues such as mitigating and preventing flood risk, protection and enhancement of the built environment and the provision of infrastructure.

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Some issues such as the level of growth to be planned for in North Tyneside, that was previously directed by the Regional Spatial Strategy, are now a local matter. In particular this is an issue for housing growth in North Tyneside where previously the Regional Spatial Strategy set a target for the Borough that took into account the overall delivery that was planned across Tyne and Wear and the region. Within this draft Local Plan the Council has identified and seeks views on potential housing requirements that are derived from evidence of growth in households and population, and the range of housing land available to meet that requirement.

- **Previous Consultation Documents**

Production of the North Tyneside Local Plan: Consultation Draft has been based on the work previously undertaken on the North Tyneside Core Strategy and Area Action Plans for North Shields, Wallsend, and the Coast. As such the preparation of the Plan to date has been subject to extensive public consultation and engagement, including a series of consultation documents and engagement from 2006 to 2012.

Two major public consultation exercises related to the publication of the Core Strategy Preferred Options document in 2010. The document was published online and notified to the Authority's development plan consultees, as well as being advertised in the local press and Widening Horizons magazine. The consultation included public drop-in events at locations across North Tyneside, and over a period of nearly three months from 1<sup>st</sup> July to 24<sup>th</sup> September 2010 generated over 1,178 individual responses and 4,400 petition signatories. Further consultation on Core Strategy Growth Options in October 2011 generated 664 responses.

The Area Action Plan Joint Preferred Options consultation in February 2012 was advertised in local press and Widening Horizons magazine, and also included a series of public drop-in events. This consultation covered the three Area Action Plan and generated comments from 483 respondents.

- **Sustainability Appraisal**

A Sustainability Appraisal, published as a separate document, sets out the environmental, social and economic implications of the policy options contained in this document. This is to ensure that the preferred policy options are the most sustainable relative to other alternative options that could have been pursued.

- **Habitat Regulations Assessment**

A Habitat Regulations Assessment Report has been prepared and published as a separate document, and will assist in understanding any possible effects of the policy options on European designated wildlife sites.

- **The Evidence Base**

The Local Plan takes into account other policies and evidence produced at the national, regional and local level. These include:

- a. Government policy statements, guidance and circulars;
- b. Evidence developed by the North East Local Enterprise Partnership, and the now revoked North East of England Regional Spatial Strategy where the evidence it is based on may still be relevant,
- c. The North Tyneside Council Plan "Our North Tyneside 2014 to 2018" and evidence either produced or commissioned by North Tyneside Council to inform the plan - such as the Strategic Housing Market Assessment or Green Infrastructure Strategy.



# I Introduction

The evidence base for the Local Plan includes an extensive range of documents and other sources of information which, together with responses to consultation, have assisted in understanding the needs, opportunities and constraints facing the Borough. Some of the issues identified in the Plan result from changes in the economic structure of the Borough, for example along the riverside, whilst others result from the need to meet and adapt to forecast changes in matters such as population and climate change. It is vital that the evidence base is kept up to date through production of this Local Plan and over its fifteen year life to ensure the policies and proposals of the plan are based on the most accurate and robust information.

## Implementation and Monitoring

Information about delivery and implementation is set out within this document and relates to ensuring each policy is monitored, can be delivered and is flexible with opportunities for taking additional measures where circumstances change or policies are otherwise not being delivered.

## What Happens Next?

Following this Local Plan Consultation Draft the range of responses and evidence will be considered by the Council to inform its preferred strategy and proposals. Following this there will be a number of key stages towards an adopted Local Plan, they are:

Spring to Autumn 2014	Cabinet and Council consideration of Publication Draft. For approval through the Authority's Policy Framework Procedure Rules
November 2014	Publication, and formal public engagement
February 2015	Submission to Secretary of State
May 2015	Examination in Public
November 2015	Adoption

Table I

Please note that the Local Plan Consultation Draft does not specify the Authorities preferred level of growth, or sites for development, identifying instead a wider range of sites and growth for engagement with the public.

It will be necessary to consider and publish the Authorities preferred development sites and level of growth prior to seeking the views of the public on the Local Plan Publication Draft, currently programmed for November 2014. Officers will endeavour to undertake this within the current scope of the overall timetable. However, it should be noted that this requirement may mean that formal public engagement on the Local Plan Publication Draft will be later than November 2014. If a delay to this Publication Date is unavoidable the overall programme for adoption of the Local Plan by November 2015, will similarly require revision.

## The Local Plan

### Structure of Local Plan Consultation Draft

- 1.11** The document sets out a series of strategic priorities, policies and proposals identified to deliver sustainable development and growth in North Tyneside to 2030.

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**1.12** This influences the overall structure of the Plan that is comprised of the following key sections:

- ✘ **A Sustainable Development Strategy** - outlining overarching principles for development in North Tyneside and providing key policies for investment and regeneration within priority areas.
- ✘ **Economy** - setting out principles to drive forward economic growth and job creation in North Tyneside, identifying the amount of land required to meet needs for employment growth and safeguarding key sites for investment and development.
- ✘ **Retail and town centres** - reflecting the unique role of town centres in particular in providing economic hubs for North Tyneside, but that also recognises their importance as centres of the community and places that provide the Borough with its sense of identity.
- ✘ **Housing** - outlining in particular the key priorities for growing and enhancing the Borough's housing stock to meet the requirements of residents, and putting in place policies that encourage and secure a range of housing tenures, types and sizes.
- ✘ **The Natural Environment** - setting out policies for the Borough's green infrastructure including parks, wildlife sites and cycle routes, and seeking to protect and enhance accessibility to open and green space in North Tyneside.
- ✘ **The Built Environment** - setting out policies for enhancing design quality through development, and improving the image of the Borough whilst targeting improvements to the public realm. The sections also outlines how North Tyneside's unique heritage assets will be protected and enhanced.
- ✘ **Infrastructure** - highlighting the approach to ensuring development is sustainable and accessible, setting out requirements when considering the provision of new telecommunication equipment and outlining the approach to securing infrastructure that might be required to meet the needs of new development.
- ✘ **Potential Development Sites** - outlines the key sites that have been identified for consideration through the Plan for development. This includes sites that may be suitable for employment, retail or housing development - or a mixture of all three. For many sites a range of other uses and activities could also be incorporated into any scheme, such as parks and open space, schools or new transport infrastructure.

## Interpreting the Draft Policies

**1.13** Each of the proposed policies and proposals have a specific role in delivering sustainable development and either set out the **Strategic** approach to the particular issue, outline the key points to be taken into consideration when considering applications through **Development Management**, or identify **Area Specific** proposals and schemes.

**1.14** The function of each policy is identified in the Policy reference as follows:

- ✘ **S** - Strategic policies
- ✘ **DM** - Development Management policies
- ✘ **AS** - Area Specific Policies



# I Introduction

## Draft Policies Map

- I.15** You can access the Draft Policies Map that displays all the proposals and potential development sites in this Consultation Draft Local Plan here:  
[http://www.northtyneside.gov.uk/pls/portal/NTC\\_PSCM.PSCM\\_Web.download?p\\_ID=548163](http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=548163)

## 2 A Picture Of North Tyneside

### 2 A Picture Of North Tyneside

#### A Picture of North Tyneside

- 2.1** North Tyneside is one of five metropolitan districts within the Tyne and Wear conurbation, with an area of 82 square kilometres. It has the North Sea to the east, the River Tyne to the south, and Newcastle City to the west. Northumberland County forms the northern boundary. The Borough is bisected east/west by the A19(T) and north/south by the A1058 Coast Road. The Coast Road provides a direct route through to Newcastle city centre, whilst the A19 goes north to join with the A1 at Northumberland and south through the Tyne Tunnel to provide a route through the North East region to North Yorkshire.
- 2.2** An attractive coastline has award-winning beaches at Tynemouth, Whitley Bay and Cullercoats, with associated recreational and leisure facilities serving the conurbation and beyond.
- **Open spaces, nature and historic environment in North Tyneside**
- 2.3** The Borough includes the Northumberland Coast Special Protection Area (SPA) and the Northumberland Coast Ramsar site. It also has two Sites of Special Scientific Interest, 22 Local Wildlife Sites, 30 Sites of Local Interest and seven Local Nature Reserves. Major country parks include Weetslade County Park and the Rising Sun Country Park, whilst numerous other parks from the Richardson Dees Park in Wallsend, to Northumberland Park in North Shields offer attractive green areas within the most densely populated parts of the Borough.
- 2.4** 17 Conservation Areas have been designated in North Tyneside whilst the Hadrian's Wall part of the Frontiers of the Roman Empire World Heritage site at Wallsend is of international importance.
- **Shopping and Town Centres in North Tyneside**
- 2.5** The Borough has no single main centre. Instead it includes the four town centres of Wallsend, North Shields, Whitley Bay and Killingworth. The first three centres have to varying degrees issues related to physical decline and a need for regeneration. There are a number of District Centres associated with residential areas.
- 2.6** Newcastle City Centre and the Metro Centre in Gateshead have an impact on retailing in North Tyneside whilst within the Borough the out-of-centre retail is focused on the Silverlink Retail Park at the junction of the A19(T) and A1058 and also at Royal Quays, close to the Port of Tyne. Major supermarket operators are well represented.
- **Homes in North Tyneside**
- 2.7** Residential areas form a broad 'U' shaped pattern in the Borough, bordering Newcastle to the west, running east/west north of the River Tyne and north/south along the Coast. In the northern area of the Borough are a number of medieval and former mining villages and the most recent areas of major new housing growth at Shiremoor/Backworth are centrally positioned on the north of the A19(T) corridor.

## 2 A Picture Of North Tyneside

- 2.8** The population of the Borough was estimated at 201,000 in 2011. Over the period 2001-10 the population of North Tyneside grew by 3.4% - faster than growth of 3.0% in Tyne and Wear. If current trends continue, the population of North Tyneside is projected (ONS 2013) to rise from 201,000 people in 2011 to 216,000 people by 2021. From this it is expected that the Borough's population by 2030 would be close to 230,000 people. Natural Change, the difference between births and deaths, has been positive in recent years.
- 2.9** There have been significant levels of migration into and out of the Borough but with an overall net gain within 2002-2010 as a result of internal/domestic migration particularly from Newcastle, and south east Northumberland.
- 2.10** Households are projected to increase (ONS 2013) by an average of 840 per year from a base of 91,613 in 2011 to 100,000 by 2021. If this trend were to continue it is considered that there would be 111,000 households in North Tyneside by 2030.
- 2.11** There are approximately 95,000 dwellings in North Tyneside. The Borough has experienced high demand for housing with average gross completions of around 500 dwellings per annum since 2001 of which over 70% were on previously used or brownfield land.
- 2.12** North Tyneside's housing market links to a wider market including Newcastle, south east Northumberland and to a lesser degree, the rest of Tyne and Wear.
- **Jobs in North Tyneside**
- 2.13** The main employment areas, other than town centres, are along the riverside; in the A19(T) corridor; to the north west of the A191; the business parks to the east and west of the A188; and sites to the west of Killingworth. A further large employment site at Weetslade is to the north of the A1056.
- 2.14** There has been a transition over the last 30 years from traditional manufacturing industry to a service based economy. Manufacturing remains important, but recent growth has been concentrated in business park activities in the A19(T) corridor and at the Balliol and Gosforth Business Parks.
- 2.15** Business sectors employing the greatest number of employees are retail and wholesale, public administration, health and social work and business services. However, despite recent growth, the economic base remains narrow, with high dependency on the public and service sectors and small business enterprises. In addition, some of the older employment locations lack recent investment.
- 2.16** The River Tyne is a commercial river with offshore fabrication, fishing and port related industries, but with significant areas of vacant and underused land resulting from restructuring of these industries. It provides access to the North Sea, with the Port of Tyne, the only passenger port in the region, supporting regular passenger services to Northern Europe. Recreational activities have become more significant but direct access to the river is limited in some areas. Whilst providing these benefits, the river can also act as a barrier between North Tyneside and the south of the region.
- 2.17** Overall claimant unemployment, whilst lower than the Tyne and Wear or Regional averages, conceals pockets of high unemployment. For the year ending March 2013 an estimated 100,200 people aged 16+ were economically active, 76.6% of the overall population. This was lower than the equivalent figures for Great Britain, at 77.1% but better than for the North East as a whole at 74%. Of these,

## 2 A Picture Of North Tyneside

an estimated 91,200 were in employment (employees and self-employed). However, a disproportionate number of jobs are within lower paid and lower skilled sectors with average weekly pay for residents of North Tyneside in 2012 £1 per week lower than the North East average and £54 per week below the average for Great Britain.

- **Accessibility/Connectivity**

**2.18** Overall, the Borough has good transport links which contribute to its suitability as a location for new housing and economic activity. The Borough has external road links southwards via the A19(T) Tyne Tunnel. The North West area of the Borough enjoys convenient access to the A1(T) and A19(T). The A1058 Coast Road provides a direct link to Newcastle City Centre. Newcastle Airport is a short distance away to the west. The Tyne and Wear Metro system, with 17 stations in North Tyneside, loops around the Borough, linking its town centres, riverside and the coastal area with Newcastle and other districts of Tyne and Wear.

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

**2.20** Of the residents in employment, half work within the Borough and half outside. A substantial number of residents of adjacent areas commute into the Borough to work, but there is also a significant commuting outflow. The main origins of the 25,000 in-commuters are Newcastle, South East Northumberland and Gateshead. North Tyneside is the second largest destination for workers commuting out of Newcastle. 83% of these inward commuters travel by car and 14% by public transport.

- **Social Aspects**

**2.21** Deprivation is a significant issue with stark contrasts between the more affluent neighbourhoods and those experiencing environmental, social and economic deprivation. Deprived neighbourhoods are located mainly between the riverside and the A1058 Coast Road and in the west of the Borough. 23% of the population live in areas considered to be among the most deprived 20% in England with associated issues of poor health, and participation and attainment in education post 16 years old. The boundaries of these most deprived areas have changed little in the last 30 years.

## 3 Vision and Objectives

### 3 Vision and Objectives

#### Vision and Objectives

- 3.1** The North Tyneside Local Plan will plan ahead fifteen years from its adoption to 2030. It sets out key components to help meet that vision.
- 3.2** The vision objectives and overall aims of the North Tyneside Local Plan seek to support and delivery the Council Plan, "Our North Tyneside - 2014 to 2018 ". The Council Plan sets out four overarching priorities as the focus of the Council Plan (2014-18)
- **Our people**
    - A. Be listened to by services that respond better and faster to their needs.
    - B. Be supported to achieve their full potential, especially our children and young people.
    - C. Be supported to live healthier and longer lives.
    - D. Be cared for and kept safe if they become vulnerable
  - **Our places**
    - A. Be places that people like living in and will attract others to either visit or live.
    - B. Have more quality affordable homes.
    - C. Work with residents, communities and businesses to regenerate the borough.
  - **Our economy**
    - A. Grow by building on our strengths, including existing world class companies in marine technology and engineering.
    - B. Have the right conditions to support investment and create new jobs, especially apprenticeships.
    - C. Have local people that have the skills that businesses need.
  - **Our partners**
    - A. The Police, Fire and Rescue Service and NHS.
    - B. School and colleges, where our children and young people will receive the skills they need for the future.
    - C. Businesses and manufacturers who will be assisted to develop and expand.
    - D. The voluntary sector, which provides support and opportunities for thousands across the borough.
- 3.3** Within each of these priorities additional key actions such as ensuring the delivery of affordable housing, securing regeneration and investment at The Spanish City, and in Wallsend are major proposals that the Local Plan for North Tyneside will support.

## 3 Vision and Objectives

### The vision for 2030

We want North Tyneside to be a place of opportunity, prosperity and vibrancy; a place where people are happy, healthy, safe, able to participate in a flourishing economy and achieve their full potential.

### The Objectives

3.4 The Local Plan: Consultation Draft objectives are set out below:

<b>1</b>	<b>Ensure a sustainable future for North Tyneside with communities and infrastructure that are well placed to mitigate climate change</b>
	North Tyneside will develop and promote approaches to reduce greenhouse gas emissions and to adapt to, and mitigate the impact of, climate change, including flood risk; promoting the renewable energy sector and ensuring the highest standards in resource and energy efficiency are adopted, whilst improving the Borough's resilience to the effects of climate change.
<b>2</b>	<b>Diversify, strengthen and grow the local economy providing excellent job opportunities for everyone</b>
	The economy will continue to grow and reinforce the Borough's position as an employment location of choice within, and well connected to, the city region. Plans will maximise the area's potential, particularly at the coast, for tourism and culture and provide attractive and accessible employment sites supported by excellent infrastructure and services providing jobs, stimulating competition, business creation and increasing skills and educational attainment.
<b>3</b>	<b>Give all residents the opportunity to live free from crime and enjoy a healthy lifestyle, achieving their potential in work and education</b>
	Plans will support improvement to the quality of education provision in the Borough. New health facilities, provision of open space and all aspects of development will promote and recognise residents need for a safe environment and an active lifestyle, reducing the risks of crime, disease and poor health and enhancing residents quality of life.
<b>4</b>	<b>Provide an appropriate range and choice of housing to meet current and future needs</b>
	The population of North Tyneside is forecast to grow along with changes to its age structure. Along with improvements to the existing dwelling stock which will continue to meet most housing needs during the plan period, provision of additional homes in sustainable locations, will assist housing affordability, improve the range and choice of housing and meet the needs of all sectors of a changing and growing population not currently met by the existing stock. Such housing provision will contribute to sustainable mixed communities.
<b>5</b>	<b>Revitalise the town centres</b>
	The town centres of Wallsend, North Shields, Whitley Bay and Killingworth will be the focus for new retail, leisure and other main town centre uses and will be improved through a comprehensive

## 3 Vision and Objectives

	approach to social, economic and physical regeneration, together with enhanced shopping, leisure provision, offices and homes. The quality of District and Local centres will be raised and appropriate new local provision made in association with new residential development.
<b>6</b>	<b>Regenerate the Coast</b>
	The Coast from North Shields Fish Quay to St Mary's Lighthouse in Whitley Bay will be regenerated to enhance its image through a coordinated approach to delivering regeneration schemes with new facilities and improved public realm to develop the tourism and visitor offer whilst safeguarding the natural landscape and wildlife habitat.
<b>7</b>	<b>Regenerate the Riverside</b>
	The North Bank of the River Tyne will be regenerated with marine related industries and training on Wallsend riverside bringing underused areas back into beneficial use and, together with improved links with adjoining communities, support the revitalisation of Wallsend Town Centre and Willington Quay. Down river, the Port of Tyne will continue to provide an international gateway to the Borough and the heritage-led regeneration of North Shields Fish Quay will be an increasing draw for visitors and tourists.
<b>8</b>	<b>Manage waste in order to minimise the amount produced and sent to landfill</b>
	North Tyneside will work with its partners in government, across Tyne and Wear, in industry and with the community to prioritise and promote waste reduction, re-use, recycling and composting; and provide sustainable alternative solutions to landfill, for waste treatment and disposal in keeping with the approach set out in the Waste Hierarchy.
<b>9</b>	<b>Protect and enhance the natural environment</b>
	The Borough's rich natural environment, from the internationally recognised coastline to regionally significant country parks at the Rising Sun, Fenwick Eccles and Weetslade, and other green infrastructure, will be protected and enhanced for their biodiversity and recreational value and as attractive locations to visit and enjoy. Plans will help to reduce pollution and the effective use of land by reusing brownfield sites.
<b>10</b>	<b>Protect and enhance the built environment</b>
	The Borough has a diverse and unique historic environment, with a World Heritage Site and a wealth of scheduled ancient monuments, listed buildings, locally registered buildings and conservation areas. North Tyneside will preserve and enhance these special features for present and future generations. The more recent urban development of the Borough will be protected and where necessary enhanced to continue to provide pleasant and attractive communities in which to live.
<b>11</b>	<b>Ensure sustainable access throughout the Borough, with the wider region and beyond</b>
	Plans will integrate transport and development proposals, reduce congestion and improve accessibility throughout North Tyneside and beyond, encouraging the use of public transport and making walking and cycling an attractive and safe choice for all. Opportunities will be taken to utilise and link the green infrastructure network to public transport routes to allow access by sustainable means.

## 3 Vision and Objectives

3

12	<b>Enhance the Image of the Borough</b>
	High quality design will be a requirement of all new development supporting quality of life, sustainable communities and, the preservation or enhancement of the existing natural and built environment, to develop and maintain a clear identity and focus for the Borough and increase the attraction of the Borough to business and visitors.



## 4 A Sustainable Development Strategy for North Tyneside

### 4 A Sustainable Development Strategy for North Tyneside

#### Interpreting the Spatial Strategy through Delivery of the Plan

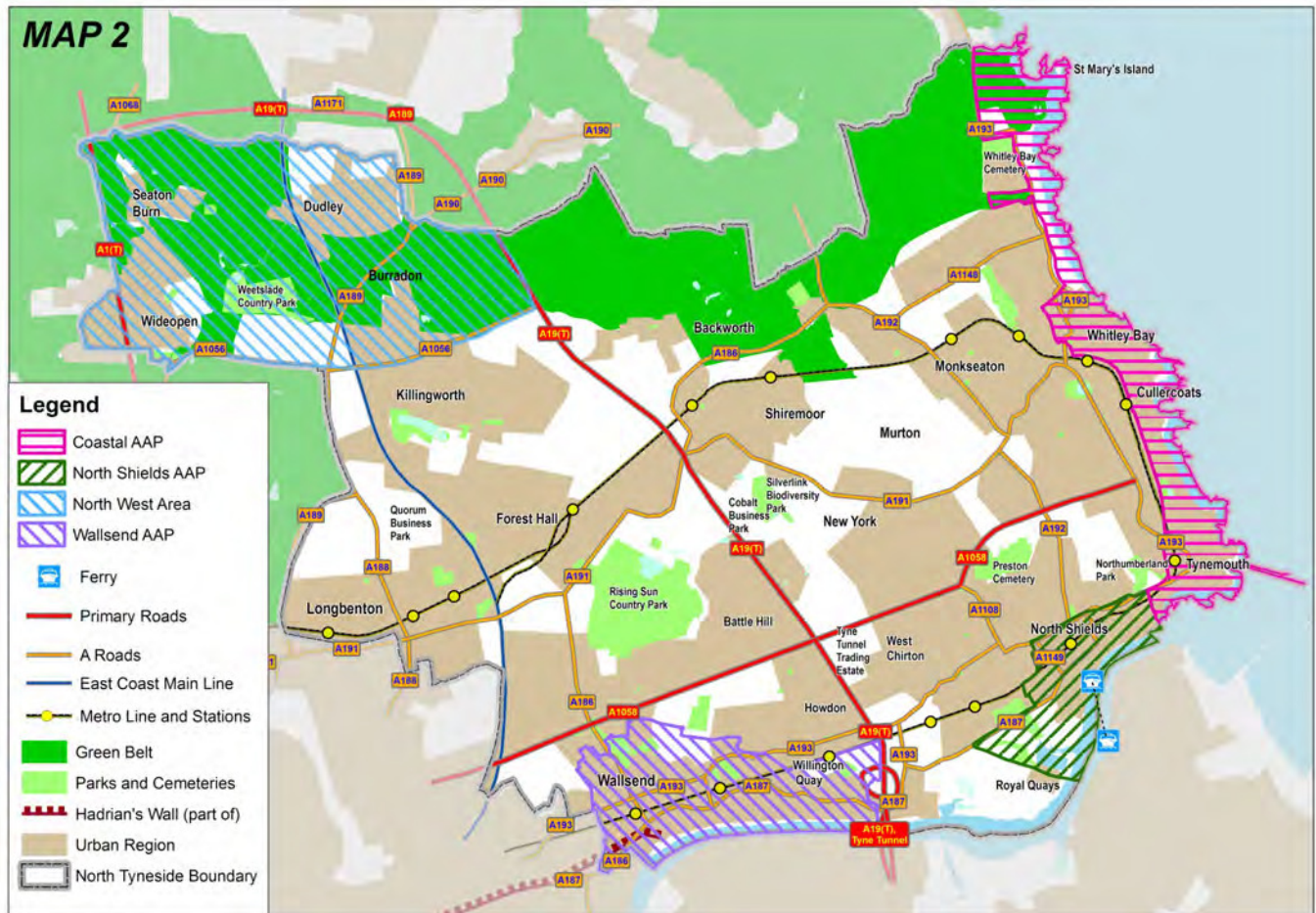
- 4.1** The Spatial Strategy sets out how new development, growth and investment in North Tyneside will be distributed over the next fifteen years.
- 4.2** It identifies those locations where most development should take place and those where development should be limited, in order to create sustainable communities and will be key to delivering the Vision and Objectives of the Local Plan.
- 4.3** The Spatial Strategy has taken into account and been derived from National and Regional Policy, responses to previous stages of engagement on the Core Strategy and Area Action Plans for North Shields, Wallsend and the Coast, including Issues and Options, Preferred Options and Growth Options consultations. In addition, Sustainability Appraisal and the complete range of evidence base documents and strategies that include the Council Plan and the Sustainable Community Strategy have been given regard.
- 4.4** Other influences include the Tyne and Wear Joint Local Transport Plan, which sets out a 10 year (2011-2021) strategy for transport in Tyne and Wear and provides the strategic transport context for the Local Plan.

#### Spatial Strategy

##### North Tyneside Strategic Policy Areas

- 4.5** To assist in guiding the proposals and policies of the Local Plan, Strategic Policy Areas have been defined based on:
- The Urban Fringe - the area running east across the north of the Borough from Seaton Burn to the Coast. It is predominantly undeveloped and comprised of agricultural land, country parks and recreation uses.
  - The Main Urban Area - further divided between the east and the west, including Killingworth town centre, but mainly covering the remainder of the borough not included in as a priority investment area or the Urban Fringe.
  - Four priority investment areas - these locations include three of the Borough's town centres identified as priorities for North Tyneside. They cover: the Coast, North Shields, Wallsend and Willington Quay, and the North West Communities.
- 4.6** These Strategic Policy Areas are displayed on Map 2, below.

## 4 A Sustainable Development Strategy for North Tyneside



Map 2: Strategic Policy Areas

### The Spatial Strategy for Sustainable Development

**4.7** The underlying principle of national policy is to deliver sustainable development to secure a better quality of life for everyone now and for future generations. The role of Development Plans in contributing to sustainability is:

- to guide and influence the location and scale of development; to ensure it is accessible by public transport, cycling and walking and that it reduces the need to travel;
- to minimise vulnerability, and provide resilience, to climate change; and
- to maximise the opportunities for decentralised and renewable or low carbon energy and to limit carbon dioxide emissions.

**4.8** The policies grouped under these themes provide the broad spatial framework to meeting local needs in sustainable locations.

## 4 A Sustainable Development Strategy for North Tyneside

### S/1.1 Spatial Strategy for Sustainable Development

To ensure North Tyneside's requirements for homes and jobs can be met with adequate provision of infrastructure, and in a manner that enables improvements to quality of life, reduces the need to travel and responds to the challenges of climate change, the Spatial Strategy for the location and scale of development is that:

a) Employment development will be located:

- i. within the main urban area;
- ii. at areas easily accessible to residents by a range of sustainable means of transport
- iii. where businesses may benefit from the Borough's excellent national and international transport connections - including the strategic road network and opportunities provided by the River Tyne.

b) Most housing development will be located:

- i. in a dispersed pattern in the Main Urban Area; and
- ii. within the areas of North Shields, Wallsend, the Coast and the North West where development could bring particular benefits to the regeneration of the area.

c) Most retail, and leisure activities will be focused:

- i. within the main town centres of Wallsend, North Shields and Whitley Bay as well as Killingworth town centre taking advantage of the excellent accessibility, services and infrastructure invested in those locations.

d) Most tourist and cultural facilities and accommodation will be focused:

- i. within the main urban area; and
- ii. at areas such as the Coast, riverside and main town centres of Wallsend, North Shields and Whitley Bay.

**4.9** The location and distribution of development creates a sustainable pattern of development that can take advantage of accessible locations for development throughout North Tyneside. It also allows incremental additions to the existing urban area, allows a range and choice of sites, uses and supports existing infrastructure, minimises impact on the road network, supports regeneration and helps sustain local services.

**4.10** The strategy has the potential to accommodate new development whilst also maintaining the existing Green Belt, significant green infrastructure, and open areas to meet strategic objectives relating to open space, recreation, health and biodiversity.

**4.11** Potential development sites referred to within this consultation draft plan have been subject to the sequential tests. This ensures potential developments can be directed to areas with the lowest probability of flooding, taking account of the vulnerability of the type of development proposed, its contribution to creating sustainable communities and achieving the sustainable development objectives of the plan.

## 4 A Sustainable Development Strategy for North Tyneside

- 4.12** The emphasis on town centres reflects the retail guidance in the NPPF. The evidence base indicates limited retail growth potential along with qualitative and quantitative deficiencies in some main centres. Existing centres are capable of accommodating this growth.
- 4.13** The accessibility of North Tyneside's main town centres by public transport and the range of facilities they provide to their catchment areas ensure that they are the focus for large segments of the Borough's population, including the most deprived communities who are dependant on the services they offer. It is therefore important that their potential is realised.

### Sub Area Spatial Strategies

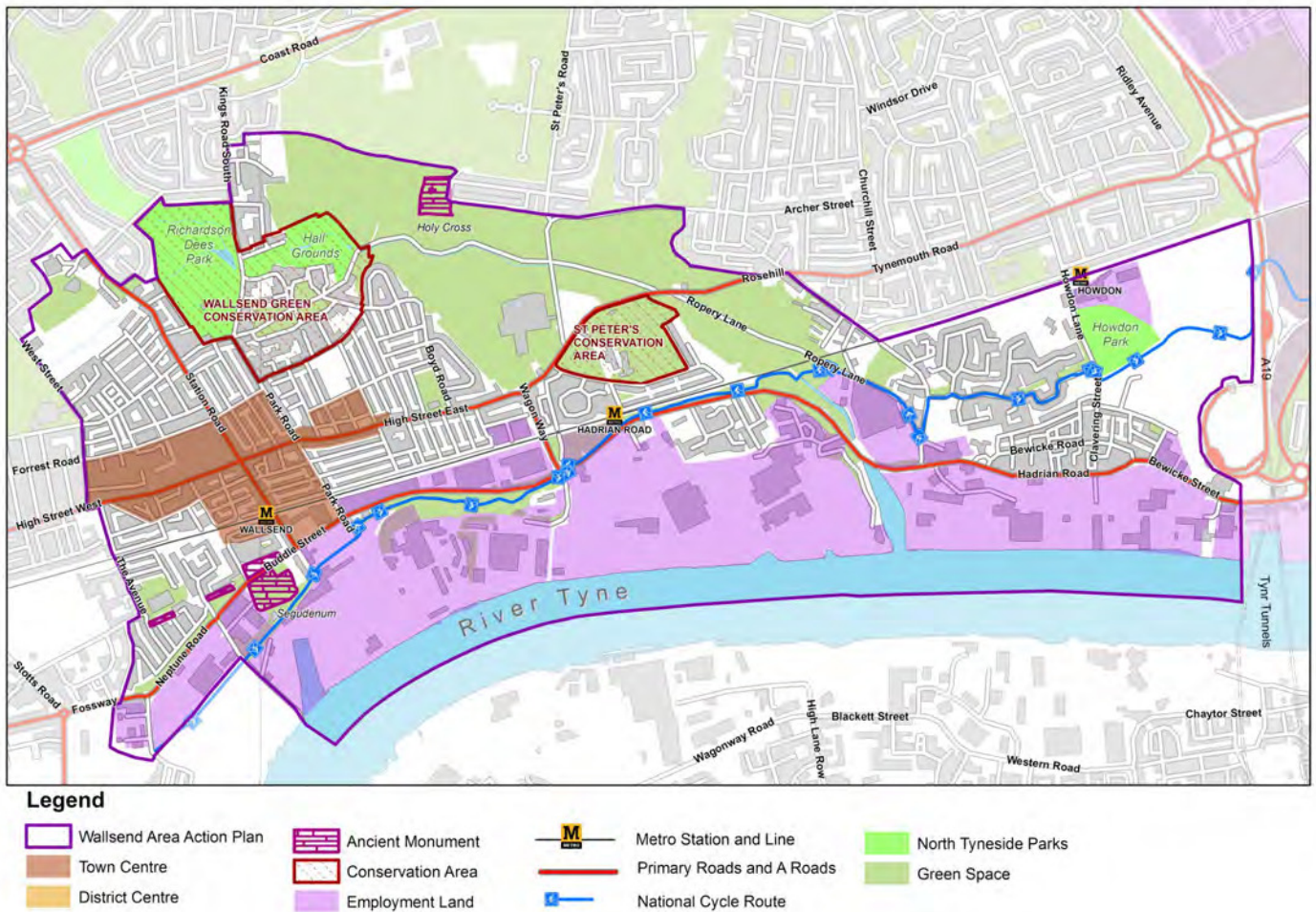
- 4.14** In addition to the general spatial strategy outlined above, the priority investment and regeneration areas each have specific spatial objectives.

### Wallsend and Willington Quay Sub-area Strategy

- 4.15** Wallsend and Willington Quay have a long history - from Roman origins to the industrial town built on coal mining, ship building and engineering that have played key roles since the early 1800s. From the mines that employed thousands of people to the global success of shipyards like Swan Hunters; the industry of local people, the areas resources and its position at a key bend on the bank of the River Tyne drove the growth and prosperity of the town.
- 4.16** After many years of slow decline through the 20th century, culminating in the end of shipbuilding at Swan Hunter's shipyard in 2006, jobs have become scarce and the prosperity heavy engineering once brought to the town has declined. This has left behind a town proud of its origins and past but in need of support and a new role. Regeneration is a priority today, led by town centre enhancement and investment, and major opportunities at the River, taking advantage of its key physical and natural attributes for new growth in the low carbon and offshore economy, supported by the North East Local Enterprise Partnership.
- 4.17** The boundary of the Wallsend and Willington Quay sub-area is shown on Map 3, below.



## 4 A Sustainable Development Strategy for North Tyneside



Map 3: Wallsend and Willington Quay sub-area

### 4.18 The Vision for Wallsend and Willington Quay

- Wallsend provides safe and attractive residential neighbourhoods surrounding a good quality and vibrant town centre. At Willington Quay a small village centre provides regular health services for residents and a hub for the community. Prosperity and jobs are again being generated by the River and the opportunities it creates in industry and technological innovation.
- Visitors arriving by Metro, bus, bicycle or car, drawn to Wallsend to learn about its early roman history, find the town also has an attractive mix of national and local stores. Meanwhile other gems of Wallsend's past like the Memorial Hall or the refurbished Wallsend Town Hall exhibition room and café encourage exploration of the town.
- Enjoyable walks can be found further afield taking in the unique setting of The Green, Wallsend, the superbly restored Wallsend Parks, and wildlife rich Wallsend Dene before either heading back up the bankside towards St Peter's church and cemetery and along the High Street for a bite to eat, or pressing on along Willington Gut to connect with the River Tyne.

## 4 A Sustainable Development Strategy for North Tyneside

### AS/1.2 The Wallsend and Willington Quay Sub Area

Within the Wallsend Priority Investment and Regeneration Area

- a. The north bank of the River Tyne will be the focus for advanced engineering, research and development particularly in renewable and marine off-shore manufacturing and sub sea technologies.
- b. New educational facilities focused on the needs of riverside businesses will be a priority, building on local expertise in the off-shore oil and gas and shipbuilding industries.
- c. Improve the town's shopping and pedestrian environment and encourage a better mix of leisure activities and support plans for refurbishment and extension of The Forum shopping centre.
- d. Increase the overall quality and supply of housing.
- e. Improve the public realm and management of specific housing areas.
- f. Promote and make better use of the areas heritage assets and leisure opportunities including national and international designations such as Segedunum Roman Fort - part of a UNESCO World Heritage Site, the cross country Hadrian's Way Cycle Path and Wallsend Parks and Wallsend Dene.
- g. Improve provision of new community facilities and services, including health services.
- h. Reduces the impact of intrusive employment uses upon residential amenity in the area.

- 4.19** Wallsend's position on the North Bank of the River Tyne, just ten minutes by Metro from Newcastle upon Tyne and equally accessible to North Tyneside's outstanding coastline can again be the key to its success.
- 4.20** The River Tyne North Bank Strategic Development Framework 2009 developed a detailed regeneration framework for the Wallsend and Willington Quay's area in particular. The study had a specific focus on the potential and opportunities associated with the River Tyne for regionally and nationally significant investment that could prove to be central to the wider regeneration of Wallsend and Willington Quay. Amongst the conclusions and recommendations of the study the report clearly established that marine and renewable industries are the most appropriate uses for the riverside as location represents a unique opportunity.
- 4.21** The eastern terminus of the Hadrian's Wall World Heritage Site at Segedunum is within this area and is of recognised international significance. Such recognition requires appropriate policies to secure and enhance the site and its setting.
- 4.22** The community of Willington Quay, east of Willington Gut sitting alongside the river, is an area that retains a unique identity. This area is separated from Wallsend and Howdon by a dramatic geography of valleys and banksides and man made features like the Metro line and approaches to the Tyne Tunnel.

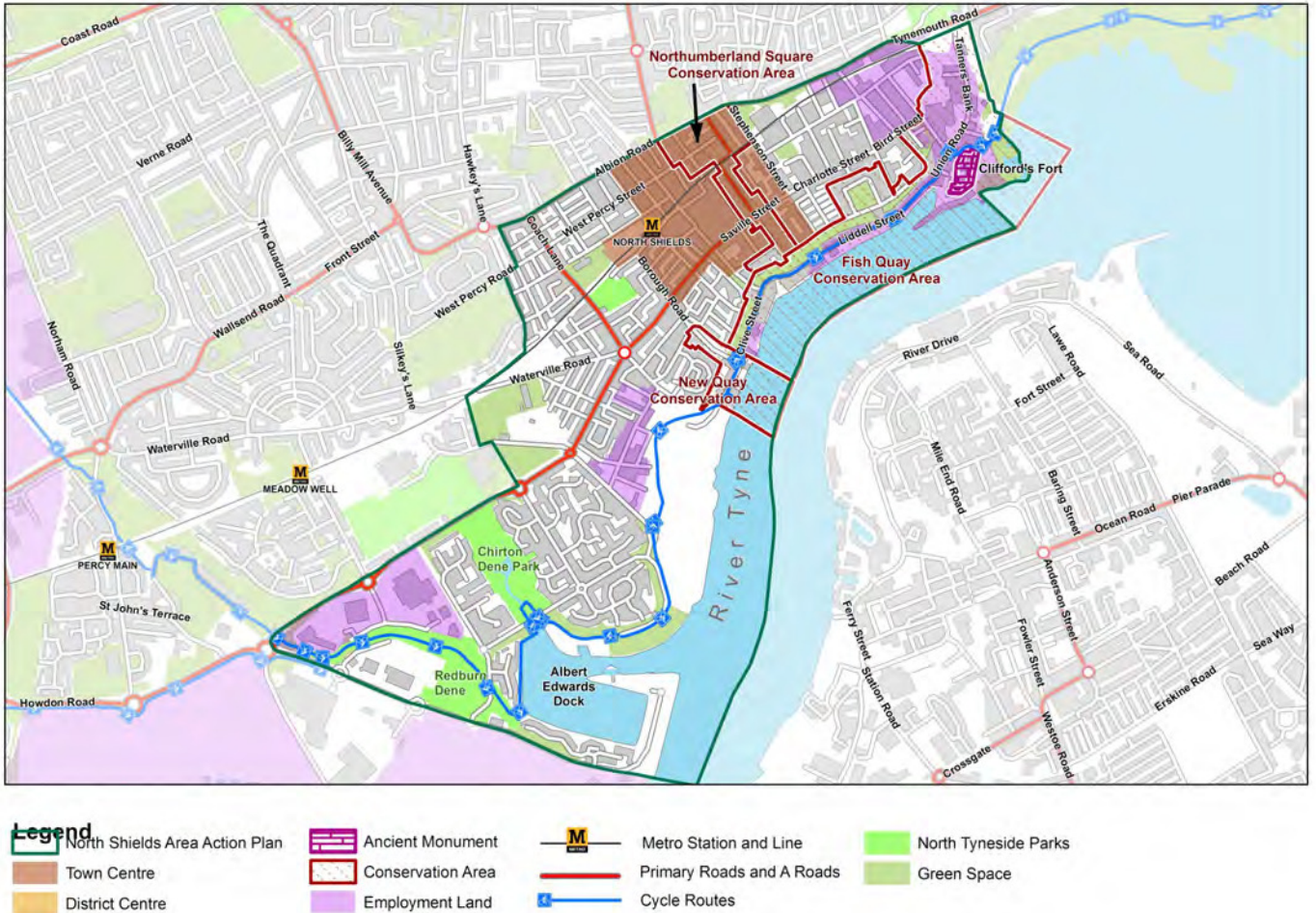
### North Shields Sub-area Strategy

- 4.23** North Shields has held a strategically important role throughout the history of North Tyneside. It has the largest town centre in the Borough, surrounded by a mix of commercial and office uses, moving out to residential areas around the periphery and some commercial premises at the fringes of the town.



# 4 A Sustainable Development Strategy for North Tyneside

4.24 The boundary for the North Shields sub-area is shown on Map 4, below:



Map 4: North Shields sub-area

## 4.25 The vision for North Shields

- North Shields will have a revitalised town centre that is an attractive and vibrant place to visit. The Town Centre will link to the surrounding area, including the Fish Quay, which will increase in popularity with continued heritage led regeneration that will support the local economy. The increase in housing and employment opportunities for North Shields will create an excellent place to live, shop, work and enjoy.

## 4 A Sustainable Development Strategy for North Tyneside

### AS/I.3 The North Shields Sub Area

Within the North Shields Priority Investment and Regeneration Area

- a. Preserve and enhance the area's historic environment and biodiversity and geodiversity assets, whilst capitalising on the area's culture and heritage, particularly around Northumberland Square and the riverside
- b. Attract new investment by enhancing the town centre's image as an inviting place to live, work, shop and enjoy.
- c. Opportunities should be taken to improve pedestrian and vehicular links from North Shields Town Centre to the riverside and in particular with the Fish Quay.
- d. Support will be given to supporting and increasing economic activity, including energy related development at the Port of Tyne. With more cruise liners sailing from North Shields the opportunity should be taken to introduce additional facilities for these short term visitors.

- 4.26** North Shields is strongly defined by traditional terraced housing in a gridiron layout with the main streets leading down towards the river, the former economic base of the town. Northumberland Square, to the north of the town centre, is one of the few planned Georgian squares in the region that still exist.
- 4.27** The Fish Quay is a popular destination with a very distinct character and sense of place. It has been subject to substantial heritage-led regeneration over the last decade, with this work set to continue. There is a mix of traditional employment uses along Tanners Bank and Clive Street, fish mongers at Union Quay, and has recently seen an increase in the number of restaurants and residential developments.
- 4.28** The Albert Edward Dock, now a marina, that is the base for a range of business and leisure uses on land north of the Royal Quays shopping centre. Traditional housing has been replaced with more modern residential development.
- 4.29** There are a variety of potential sites for development in North Shields that might be suitable for housing development, which will be covered in the Potential Development Sites section of this consultation draft. Smith's Dock, a prominent housing site, is not included within this Plan as it has benefited from planning permission for a number of years with significant investment already in place reclaiming the site for development and putting in key infrastructure such as the link road.

### Fish Quay and New Quay

- 4.30** Within the North Shields area further specific strategies are in place focused on the North Shields Fish Quay and New Quay conservation areas, as displayed on Map 4 above. This historic area has seen and is facing great change. In the late 20th century, the area's traditional industries declined, leading to the initiation of several initiatives to aid the area's regeneration. From 2001, a range of heritage- and community-led projects and funding schemes has seen the area move from that of industrial dereliction and decline to a vibrant mixed-use area where people enjoy living, working and visiting.



## 4 A Sustainable Development Strategy for North Tyneside

### AS/I.4 Fish Quay and New Quay

The Council will support the the continuation and further development of the Fish Quay and New Quay as a characterful, vibrant mixed use area by:

- Supporting suitable residential developments in those areas shown on the Policies Map;
- Supporting fishing industry-related employment land in those areas shown on the Policies Map;
- Allocating green space within the area, as shown on the Policies Map;
- Encouraging suitable recreation and tourism uses, especially around the Clifford's Fort area;
- Supporting a mix of other uses, such as appropriate small retail premises and small to medium sized businesses;
- Seeking improvements to access and linkages to the area, especially from North Shields town centre; and
- Ensuring all new development is built to the highest quality design that respects the area's special character.

**4.31** Despite the excellent regeneration achievements in the area since 2001, further work is still required for the area to fully reach its potential. This policy aims to guide and support further appropriate regeneration at the Fish Quay and New Quay.

**4.32** In April 2013, the Fish Quay Neighbourhood Plan Supplementary Planning Document (SPD) that was prepared by the area's community was adopted by North Tyneside Council. The objective here is to translate the community's aspirations for the area set out in the SPD into planning policy. The SPD provides further detail on how the policy will be delivered.

### Coastal Sub-area Strategy

**4.33** North Tyneside coastline is one of the most popular and beautiful places in the borough. It draws in a variety of visitors throughout the year, which make a significant contribution to the local economy. Its natural qualities and man made features generate conflicting interests which need to be balanced. The vision and objectives need to ensure the coast both maximises it potential but does not damage its assets.

**4.34** The boundary for the coastal sub-area is shown on Map 5, below.

## 4 A Sustainable Development Strategy for North Tyneside

## 4 A Sustainable Development Strategy for North Tyneside

Map 5: Coastal sub-area

### The Vision for the coastal area

- The coast will be a popular place for people to visit with a range of facilities and activities that attract local people and tourists from the UK and abroad, whilst preserving and enhancing the natural and historic environment to educate and inspire.

### AS/I.5 The Coastal Sub Area

Within the Coastal Priority Investment and Regeneration Area:

- Create a vibrant Whitley Bay town centre - with an appropriate mix of shopping and other town centre uses to support local businesses
- Proposals which extend the range and provision of tourist and visitor attractions and accommodation, including leisure, entertainment and cultural facilities and activities including water based recreation will be promoted.
- Balance growth and development at the Coast with the protection and enhancement of the built and natural environment, in particular the areas heritage assets at Tynemouth, Cullercoats, Whitley Bay and St Mary's Lighthouse and the Northumbria Coast SPA and Ramsar sites.
- Proposals will promote the revitalisation of the adjoining Spanish City and seafront area, providing a high quality public realm.
- The further development of Tynemouth as a centre for tourism and the regeneration of Tynemouth station will be promoted in the context of the heritage importance of the village
- The improvement and development of sustainable transport links encouraging public transport, cycling and walking in the Coastal area and at key green links will be sought.

**4.35** At the Coast, housing, retail, recreation and tourist facilities are mixed and interface with designated areas of built and natural conservation, some of which are of national and international importance.

**4.36** The coast is a distinctive feature and makes an important contribution to the image of North Tyneside. However, the coast itself has a diverse character from the headland at Tynemouth to Cullercoats Bay, Whitley Bay town centre and promenades and St Mary's lighthouse. Previous consultations responses clearly identified the value residents place on maintaining and enhancing the open character at the coast, typified by areas such as The Links, Whitley Bay.

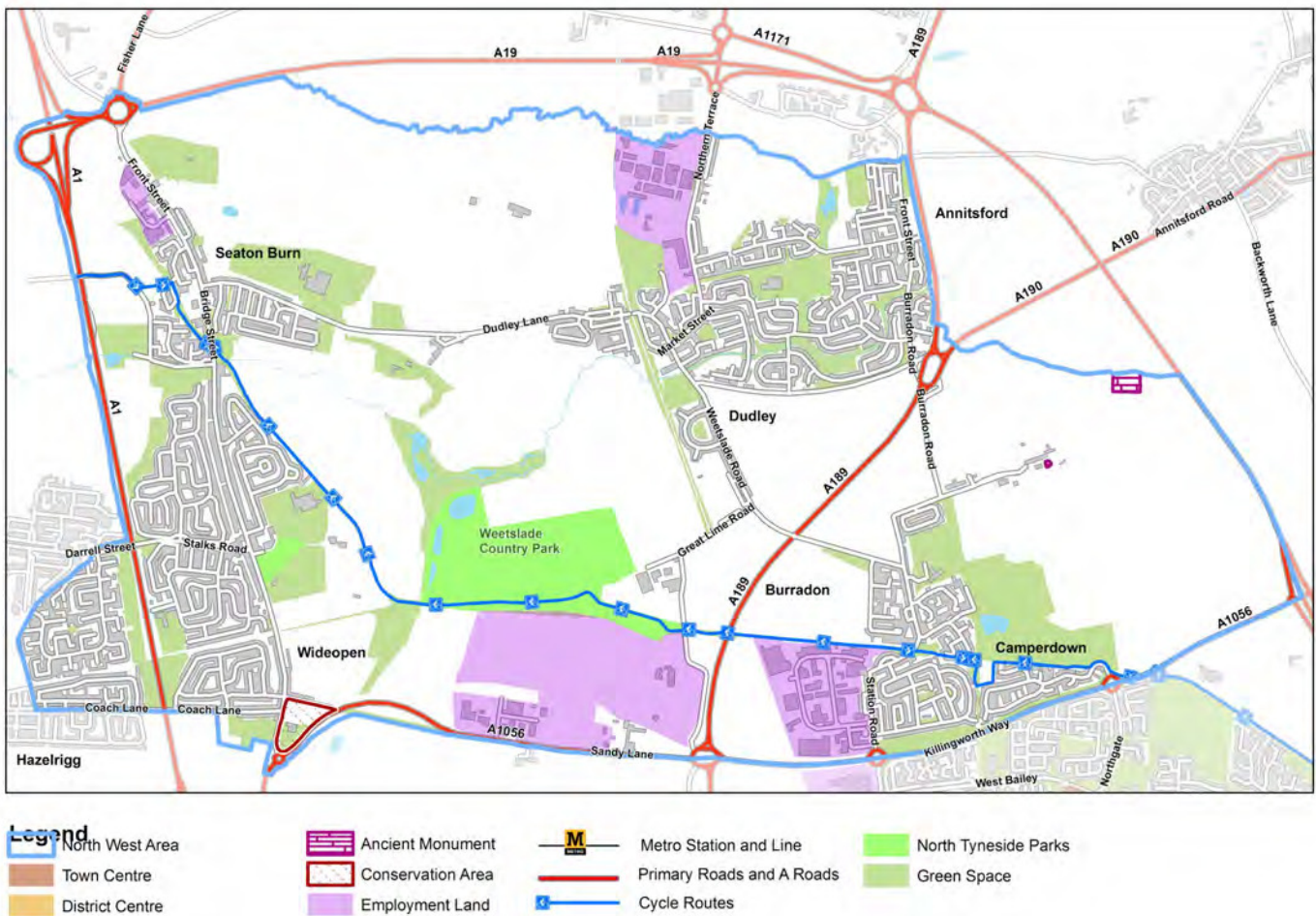
**4.37** Tourism is a key driver of the North Tyneside local economy, worth around £245 million every year. This Plan supports North Tyneside Tourism Strategy (2007-2012) vision to 'Enjoy North Tyneside' and 'To grow the value of tourism to North Tyneside by encouraging visitors to spend more on tourism in the borough throughout the year'.

**4.38** The coast contains some of the most popular tourist destinations and the approach will therefore be to resist inappropriate change of use of identified tourist and leisure development to non-tourist development. Such changes of use could threaten the appeal of the borough as a tourism destination and harm the local economy. However, it may be unreasonable to insist that all tourist and leisure facilities remain in that use if they are unviable.

# 4 A Sustainable Development Strategy for North Tyneside

## North West Communities Sub-area Strategy

- 4.39 The North West of North Tyneside is made up of a collection of communities: Camperdown, Burradon, Dudley, Annitsford, Fordley, Seaton Burn and Wideopen. These are primarily residential areas, with some industrial activity, and are surrounded by Green Belt.
- 4.40 Although some parts of the North West have several hundred years of history, the areas as recognised today were primarily developed alongside the nearby collieries. The area has a wealth of heritage interest, such as its mining legacy, older properties ranging from miners terraces to the stately property of Seaton Burn House, the ancient monument of Burradon Tower, and the presence of the old A1, the Great North Road.
- 4.41 The boundary of the North West Communities sub-area is shown on Map 6, below.



Map 6: North West Communities sub-area

### 4.42 The Vision for the North West Communities sub-area

- The North West will be well-connected with a good range of services and facilities to support the community. It will be an attractive area that understands and appreciates its special heritage and biological character.

## 4 A Sustainable Development Strategy for North Tyneside

### AS/I.6 The North West Communities Sub Area

Within the North West Communities Sub Area:

- a. The availability of good public transport and active travel options are encouraged and supported. To ensure the community can reach the excellent services and facilities within the area, good access throughout the North West is as important as access beyond.
- b. Image and identity will be improved through good signage and interpretation, and high quality, well-maintained public realm.
- c. North Tyneside Council will work with owners of vacant sites to bring them back into suitable, beneficial use. This will reduce unattractive dereliction, encourage investment and improve quality of life for the community.

- 4.43** The North West Communities are well-served by the local major road network, with the A1, A19 and A189 all within or having junctions in the North West area. It is well-served by cycleways and bridle ways, many forming part of the historic mining Waggonways. It is also uniquely placed as the gateway into North Tyneside from the two adjacent areas of Newcastle City and Northumberland County.
- 4.44** The semi-rural nature of the area means that there is a wealth of biodiversity habitats and recreational opportunities. Little Waters and Annitsford Pond are two such places for locals and visitors to enjoy, and for wildlife to flourish.
- 4.45** The North West's semi-rural location and the dispersed nature of the settlements mean they suffer from a degree of isolation both geographically and in terms of service provision. Over the years, with the decline of the mining industry, new building and regeneration projects, the areas have gained many different layers of development styles, which has left the settlements with little coherent identity. This identity is further damaged with the relatively high levels of vacant sites in the area.
- 4.46** There is some substantial new development earmarked for the North West area. A new housing development at Five Mile Park is well underway, planning permission has been granted for new leisure facilities at Seaton Burn Recreation Ground, and development at Weetslade Employment Site has been a long-term aspiration of the Council. Additionally, housing development at Annitsford Farm is included for consideration as a potential development site within this consultation draft plan.
- 4.47** It is important that new developments don't exist in isolation, and are implemented in a way that considers the whole area so that any challenges they could bring are addressed and benefits they bring are shared, with sufficient infrastructure and investment made available to meet the needs of the whole community.
- 4.48** The North West area is a gateway to the Borough that, at present, is presenting a poor image, which can be a discouragement to investors, visitors and affect the quality of life for residents. A major reason for the poor image is the relatively high amount of vacant sites in the area, and this needs to be tackled. There are many positive aspects in the area that can and should be built on to improve perceptions.

## 4 A Sustainable Development Strategy for North Tyneside

- 4.49** The semi-rural, spread out nature of the area means residents can struggle to easily access the services and facilities they need. Improving sustainable access can lessen the reliance on private vehicle and lessen isolation. It will also ensure that local services and facilities can be reached and used, thus contributing to the area's vitality and viability.

### Presumption in Favour of Sustainable Development

- 4.50** The NPPF sets out that planning decisions should be made with a presumption in favour of sustainable development. The policies below sets out the Council's approach to this.

#### DM/2.1 Presumption in Favour of Sustainable Development

The Council will work pro-actively with applicants to jointly find solutions that mean proposals can be approved wherever possible that improve the economic, social and environmental conditions in the area through the Development Management process and application of the policies of the Local Plan.

Where there are no policies relevant to the application, or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole; or
- b. Specific policies in the NPPF indicate that development should be restricted.

#### DM/2.2 General Development Principles

Proposals for development that accord with the strategic, development management or area specific policies of this Plan will be considered favourably where it can be demonstrated, subject to economic viability, that they:

- a. Make a positive contribution to identified needs for development.
- b. Minimise the impact and mitigate the likely effects of climate change.
- c. Are acceptable in terms of their impact upon local amenity for new or existing residents and businesses, adjoining premises and land uses.
- d. Prioritise the use of brownfield sites over greenfield and make the best and most efficient use of available land.
- e. Have regard to and wherever possible address any identified impacts of a proposal upon designations that seek to protect and / or enhance the Borough's built and natural environment; and
- f. Can be accommodated by and make best use of existing facilities and infrastructure, particularly in encouraging accessibility and walking, cycling and public transport, whilst making appropriate provision for new or additional infrastructure requirements.



## 4 A Sustainable Development Strategy for North Tyneside

- 4.51** The purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF advises that LPAs need to make decisions in accordance with achieving sustainable development and sets out the approaches they should take in doing so.
- 4.52** In particular, the policy reflects that the reuse of brownfield land is invariably the most sustainable option to meet development needs and one the Council will seek to deliver wherever possible. However, there is only a finite supply of brownfield land which is not enough to meet the Borough's total growth requirements. Equally, not all brownfield sites are available for development, where for example they have become naturalised and valuable in ecological terms. Other sites may not be capable of being developed without significant investment, which can render them unviable in this current climate. It is crucial this Local Plan acknowledges such potential constraints in terms of releasing land before consideration is given to releasing sustainable greenfield sites.

### Green Belt, Safeguarded Land and Killingworth Break

- 4.53** The UDP defined a Green Belt for North Tyneside, together with an extensive area of Safeguarded Land to be maintained in its open state for at least the plan period that concluded in 2006.
- 4.54** This consultation draft Local Plan identifies suitable and sustainable areas of that previously safeguarded land in sustainable locations required for development over the plan period to 2030. The use of such land has meant that there is no requirement to review Green Belt boundaries in North Tyneside and remaining areas can again be safeguarded for the life of the plan.
- 4.55** **Green Belt**
- 4.56** The inclusion of land within the Green Belt carries with it specific expectations in terms of the purpose of designating such land as Green Belt. The strategic policy S/2.1 and development management policy DM/2.2 below together set out the role and purpose of the green belt boundaries identified within North Tyneside.

### S/3.1 The Green Belt

The Green Belt in North Tyneside as defined on the Policies Map:

- a. checks the unrestricted spread of the built-up area of North Tyneside
- b. prevents the merging of the following settlements: Killingworth with Wideopen Dudley/Annitsford and Seghill; Shiremoor/Backworth with Seghill and Seaton Delaval/Holywell; Whitley Bay with Shiremoor, Seaton Delaval/Holywell and Seaton Sluice.
- c. maintains the separate character of: Seaton Burn, Wideopen/ Brunswick Green, Dudley/Annitsford and Earsdon.
- d. assists in the regeneration of the older parts of the urban area.
- e. safeguards the Boroughs countryside from further encroachment.

- 4.57** The identified Green Belt in North Tyneside responds to the requirements set out in NPPF for the purpose of the Green Belt:

## 4 A Sustainable Development Strategy for North Tyneside

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

**4.58** The NPPF also provides clear guidance on development within Green Belts, sets out appropriate uses that are acceptable within the Green Belt and is clear that for other forms of development the construction of new buildings is not appropriate.

### DM/3.2 Development with the Green Belt

Within the Green Belt there will be a presumption against planning permission for the construction of new buildings, including extensions to existing buildings, unless they are for the purposes set out in National Policy for Green Belts .

Where a new building is proposed, for a purpose set out above, development will be expected to be located and constructed in such a way that it would preserve the openness of the Green Belt. The conversion of an existing building or location of a new building within or adjacent to an existing building group would normally be preferable in these circumstances.

**4.59** The main purpose of the Green Belt is to check the spread of the built up area by keeping land permanently open. Government guidance in the NPPF confirms that one of the essential characteristics of Green Belts is their permanence with boundaries only altered in exceptional circumstances.

**4.60** This draft Local Plan has consequently not sought to review or amend the existing boundaries of the Green Belt in North Tyneside. Having considered the extent of development requirements to 2030 and the capacity of existing Safeguarded Land in the Borough, addressed in policies S/2.3 and DM/2.4 below, there remains sufficient land in sustainable locations to meet the development needs of the Borough for at least the current plan period without requiring review of the Green Belt.

### Safeguarded Land

**4.61** Having defined the Green Belt and built development requirements, areas of Safeguarded Land, that are potentially suitable for development but that are not allocated for development will be defined as locations that will be protected from development for the life of the Plan but may meet longer term development needs beyond the plan period to 2030.

**4.62** Through this consultation draft stage of Local Plan development a wide range of potential sites are being considered to meet the needs for development in the Borough to 2030. As such, it is not possible at this point to identify specific areas of land that will be safeguarded. However, as the Plan advances there will be remaining areas of land that are suitable for development but will not be required within the plan period.



## 4 A Sustainable Development Strategy for North Tyneside

### S/3.3 Safeguarded Land

An area of safeguarded land between the Green Belt and the Main Urban Area that is not required for development within this Local Plan period will be identified. This will create a strategic area of open land that will be maintained in its open state for at least the plan period.

- 4.63** While Policy S/2.3 will in due course define the broad location and role of Safeguarded Land it is important that development in these areas is strictly controlled. Policy DM/2.4 set out below provides the necessary context for considering proposals within identified safeguarded land proposed outside the formal review of the development plan.

### DM/3.4 Development within the Safeguarded Land

Proposals for development within the area defined as Safeguarded Land will only be permitted where:

- a. it preserves the open nature of the area especially where this forms important open breaks between or within built up area, and
- b. it does not cause significant visual intrusion, and
- c. it does not adversely affect access for recreation, and
- d. it will not adversely affect important landscape features, and
- e. it will not cause significant harm to agricultural or forestry operations; and
- f. no alternative site is reasonably available.

- 4.64** When the Green Belt for North Tyneside was originally defined, areas of Safeguarded Land between the Green Belt and the urban area were created in order to ensure the permanence of the Green Belt and to meet longer term development needs.

- 4.65** The Local Plan has identified land required for development over the plan period in sustainable locations and in meeting those requirements has utilised areas of land previously designated as Safeguarded.

### Killingworth Open Break

- 4.66** The open land to the south of Killingworth Village is not part of the designated Green Belt, due to its detachment from it, nor is it designated as Safeguarded Land as inclusion in the latter could imply that it may be needed to meet longer term development needs. It forms a valuable break between the Village and the built up areas of West Moor, Forest Hall and Palmersville to the south. It also forms an important part of the setting of Killingworth Village, a conservation area. As such it requires a distinct level of protection set out in Policy AS/2.5 below.

## 4 A Sustainable Development Strategy for North Tyneside

### AS/3.5 Killingworth Open Break

Development within the open land that forms a break between Killingworth Village and the built up areas to the south, as defined on the Policies Map, will not be permitted where it would adversely affect the open character of the area and the special setting of the Killingworth Village conservation area.

- 4.67** The significance of the open space around Killingworth Village is identified in the adopted Killingworth Village Conservation Area Character Appraisal (2008). The Appraisal describes the space as providing an important setting to the conservation area, providing a clean undeveloped backdrop characteristic of the very early relationship the settlement once had with rural land around it. National guidance in the NPPF sets out that significance of a heritage asset can be harmed or lost through development within its setting, and great weight should be attached to conserving that significance. Also advocated in the NPPF is the protection and enhancement of valued landscapes.
- 4.68** The policies set out above comply with National Policy and after defining areas for development represent a positive approach to supporting the overall spatial policy for North Tyneside.

### Supporting Neighbourhood Plans

- 4.69** Neighbourhood Plans are an opportunity for a community to establish planning policies for the development and use of land in their own neighbourhood. The Localism Act 2011 and the Neighbourhood Planning Regulations 2012 set out the provisions for the making of neighbourhood plans.
- 4.70** Neighbourhood plans are intended to set out aspirations for an area that that reflect local needs and support community development in line with the general Borough-wide objectives. They are not tools to prevent development.
- 4.71** North Shields Fish Quay was chosen to be an original Neighbourhood Planning Frontrunner in 2011, one of only 17 in the country. The Council supported the community group in producing and adopting an SPD, and are keen to support other groups should they wish to pursue their own neighbourhood plan.

### S/4.1 Supporting Neighbourhood Planning

Where appropriate, the Council will support the production of neighbourhood plans that are in general conformity of the NPPF and the strategic policies of the Local Plan.

- 4.72** This policy is in line with the Localism Act 2011 and the Neighbourhood Planning Regulations 2012, which set out that LPAs must assist in the production of neighbourhood plans through, for example, providing advice, arranging for an independent examiner, organising a referendum and adopting the document.

## 4 A Sustainable Development Strategy for North Tyneside

- 4.73** A neighbourhood plan may not always be the most appropriate mechanism for achieving a community's aims. When invited, the Council will advise communities on the most suitable way forward.

## 5 Economy

### Economic Development

- 5.1** Sustainable economic growth is key to maintaining and enhancing the overall prosperity of residents in North Tyneside, ensuring the availability of good well-paid jobs, and supporting the overall health, well being and happiness of all.
- 5.2** North Tyneside benefits from a diverse economic base but it is recognised that much more can be done to enhance the attractiveness and success of its town centres, coast, riverside and areas of employment.
- 5.3** There are future challenges with the wider economy but the Council is committed to delivering sustainable economic growth. This will include working with partners across the region to deliver new opportunities to secure investment within the Borough. Working closely with the North East Local Economic Partnerships to help secure investment, such as the opportunities already being developed through the North East Low Carbon Enterprise Zone with sites at the former Swan Hunters and Port of Tyne.
- 5.4** Tourism is a key driver of the North Tyneside local economy, worth around £245 million every year. The Local Plan supports the North Tyneside Tourism Strategy (2007-2012) vision to ‘Enjoy North Tyneside’ and ‘To grow the value of tourism to North Tyneside by encouraging visitors to spend more on tourism in the Borough throughout the year’.
- 5.5** The Borough has much tourism potential, with an international ferry terminal bringing in thousands of visitors every year, an award winning coastline and rich cultural heritage that includes part of Hadrian's Wall, which is a World Heritage Site (WHS).
- 5.6** Tourism facilities are defined as :
- visitor attractions (commercial and non-commercial); theatres, theme parks, museums, galleries, visitor centres, heritage sites and monuments, gardens, natural features etc
  - accommodation; hotels, holiday villages, caravan/camping sites, not second homes; and
  - conference and exhibition centres.
- 5.7** Leisure facilities are defined as:
- commercial leisure such as; cinema, bowling, night-clubs etc;
  - (built) sports facilities (commercial and non-commercial) such as stadia, health and fitness centres;
  - cultural facilities; and
  - outdoor activities.

## 5 Economy

### S/5.1 : Economic Growth Strategy

Proposals that make an overall contribution towards sustainable economic growth, prosperity and employment in North Tyneside will be encouraged. This includes supporting economic growth as follows:

#### a) Retail, Leisure and Tourism

- i. Attract a range of innovative and creative businesses to retail, leisure and office development within the Borough's town centres.
- i. Support the creation, enhancement and expansion of tourist attractions, visitor accommodation and infrastructure, capitalising on the Borough's exceptional coast, Segedunum Fort and Hadrian's Wall WHS in Wallsend and the historic environment of the Fish Quay in North Shields. Development should be of an appropriate scale and be located where the environment and infrastructure can accommodate the visitor impact without significant adverse impact.

#### b) Advanced Engineering, low carbon, renewable, marine and off-shore technology and manufacturing

- i. Develop marine and renewable sectors of manufacturing in the River Tyne North Bank area, including on the former Swan Hunters Shipyard and land owned by the Port of Tyne contributing to a low carbon economy, and building upon the existing high skills base and maximising the benefits of the Enterprise Zone, and accompanying Local Development Order.

#### c) Office and business investment

- i. Support investment opportunities for regional and national scale office, research and development and manufacturing in the A19(T) economic corridor which includes the former Enterprise Zone area.
- ii. Strengthen the Borough's important contribution to the economy of the Tyne and Wear conurbation with multi-national firms choosing quality business park accommodation in Cobalt, Quorum, Balliol and Gosforth Business Parks for national headquarters and major customer service centres.

#### d) Distribution - major logistics

- i. Recognise potential for major distribution and logistics facilities that can take advantage of the Borough's excellent national and international transport connections by road, rail, air and port connections.

- 5.8** Policy S/5.1 sets out the broad priorities and areas of excellence within North Tyneside that can take a lead role in driving the Borough's growth over the next 15 years.
- 5.9** The Borough still has areas suffering from under-employment and deprivation. In order to support a growing population, the Council aims to provide quality and diverse employment opportunities, which is a priority in the Council Plan 2014-2018.

## 5 Economy

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- 5.10** There are challenges in creating a prosperous future for North Tyneside. At 2008, 30% of all jobs in the Borough were in public services. Whilst slightly less than the 32% average across the North East, this is above the national average of 27% (ONS Annual Business Inquiry Analysis 2008).
- 5.11** Following the economic downturn of 2007 to 2009, investment in the public sector is not expected to match levels in previous years and the need to re-balance the economy, with significant growth in private sector employment will be key to overall prosperity.
- 5.12** The economic growth areas set out in Policy S/4.1 build upon the existing positive attributes of the Borough.
- 5.13** The town centres play an important role in growth as locations for many businesses especially small and medium sized enterprises and are locations where regeneration and revitalisation are a priority. Particular priority is attached to investment within the town centres, reflected in their status as priority sub-areas within this Plan.
- 5.14** An award winning coastline and a WHS are clear attractions for visitors but greater economic benefits can be gained from these tourism assets.
- 5.15** Accelerating the development of large sites in the River Tyne North Bank area will support the development of off-shore marine technology, and also opportunities, driven by the Port of Tyne, for international trade and communications. The former ship yards along the River Tyne North Bank also present an excellent opportunity for future investment in low carbon technologies building upon the existing high skilled marine related industries.
- 5.16** The A19(T) economic corridor is set to have further potential for growth with the additional capacity of the second Tyne Tunnel and the high and increasing amount of high quality office space that will be available partly from the inclusion of some areas in past Enterprise Zones.

### New Employment Land

- 5.17** Existing employment areas across the Borough are providing, and must continue to provide, an important location for business and industry to carry on their activities if the economy of North Tyneside is to prosper and grow.
- 5.18** The identification of a sufficient and flexible supply of land for economic development in sustainable locations which are attractive to new and existing businesses, will play a key role in delivering and sustaining this growth and prosperity.

## 5 Economy

### S/5.2 : Provision of Land for Employment Development

The current supply of available employment land is 210 hectares. The Local Plan will make provision for sufficient land for economic development and redevelopment between 2013 and 2030 to meet the identified need, currently up to 170 hectares (ha).

The selection of a preferred range of Key Employment Sites to meet identified needs will be informed by:

- a. The sustainability appraisal of each site,
- b. Evidence of the suitability, availability and overall economic viability of the sites for delivery, taking into account the constraints affecting potential development sites and the potential for delivery to mitigate any impacts - including biodiversity, sustainable access and highways, flood risk and heritage assets.
- c. Where alternative uses might be appropriate the overall requirements and suitability of sites for that use.
- d. The evidence provided by responses through this Local Plan Consultation Draft.

**5.19** The North Tyneside Employment Land Review (2009) provides the main evidence base for the provision of employment land. It includes an overview of past trends in development of employment land, and provides an analysis of potential growth and job creation in the borough. On the basis of this and consideration of possible future needs it is considered that future provision should provide for take up of employment land of around 10 ha a year. This compares to an average take up of employment land of around 6 hectares from 2010 to 2013, that coincides with the current downturn in economic growth and activity.

**5.20** At March 2010 there were some 210 hectares of employment land included on the Council's schedule of available employment land. In addition to the land available for development there are some 730 hectares of land in employment use for factories, offices, warehousing, and similar uses providing employment for a significant proportion of the 69,000 employee jobs in the Borough. Much of this is in use but, as will always be the case, a proportion is vacant and awaiting new occupiers. The vacant space includes development that has taken place at Quorum and Cobalt Business Park where as a result of Enterprise Zone tax rules offices have been built ahead of demand.

### Potential Key Employment Sites

**5.21** A complete schedule of the sites proposed for consultation are set out within the section Potential Development Sites to the rear of this Local Plan Consultation Draft, and can also be viewed with proposed site boundaries online here - [http://www.northtyneside.gov.uk/pls/portal/NTC\\_PSCM.PSCM\\_Web.download?p\\_ID=547795](http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=547795) in the Background Paper, Local Plan Consultation Draft: Potential Development Sites.

## 5 Economy

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- 5.22** The schedule identifies those major areas of employment land whose development can make a significant contribution towards meeting the needs of the Borough. Policy AS/5.4 sets out to safeguard and specifically promote the delivery of 142 hectares of Key Employment sites whilst a significant amount of available employment land remains in smaller plots across existing and largely developed employment areas or areas of land that could be brought forward for alternative uses. In total these smaller plots are currently extend to 40 hectares.

### Emerging Evidence - Employment Land Review 2013

- 5.23** The Council is currently in the process of reviewing its employment land review. This is expected to be complete during 2013 and will provide an updated and robust statement on the amount and distribution of employment land required in North Tyneside that will be incorporated in to the plan at the earliest opportunity. Initial results from this study would suggest there is no need to specifically identify additional employment areas and may conclude that some existing employment sites are no longer considered suitable for employment purposes and as such they may be deleted from the employment land portfolio.

### Development Affecting Existing Employment Land and Buildings

#### DM/5.3 : Development Affecting Employment Land and Buildings

Proposals for development and changes of use: including for uses within use classes B1, B2 or B8, ancillary to an employment use, or that would lead to an overall loss of employment land or buildings in use-class B1, B2 or B8 will be permitted where these proposals would not:

- a. Harm the development and regeneration of identified Key Employment Sites for economic development; and
- b. Result in the unacceptable loss of operating businesses and jobs; and
- c. Result in an excessive reduction in the supply of land for development for employment uses, taking into account the overall amount, range, and choice available for the remainder of the plan period; and
- d. Have an adverse impact upon the amenity and operation of neighbouring properties and businesses.

- 5.24** Policy DM/5.3 seeks to enable flexibility in the use and development of employment land whilst ensuring that developments support the overall growth and prosperity of North Tyneside.
- 5.25** To achieve this flexibility it seeks to ensure that applications for development on employment land are considered on the basis of their impact on the economic prosperity of North Tyneside, rather than whether the use proposed falls within the planning use classes B1, B2 and B8. This is to ensure sufficient flexible opportunities for businesses that are in use classes B1, B2 and B8 are retained, but also that full use can be made of the economic potential of land in highly sustainable and accessible locations across North Tyneside.



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### DM/5.4 Employment Land Development Outside Identified or Existing Employment Land

Proposals for new employment uses outside the existing areas of employment land and identified Key Employment Sites will be permitted where it can be demonstrated that the proposal:

- a. Cannot be accommodated within the existing portfolio of available employment land, and
- b. Would make a major contribution to job creation and economic growth in North Tyneside, and
- c. Can be provided with appropriate vehicular access, and
- d. Would not be detrimental to local amenity or otherwise be contrary to other policies within this Local Plan.

**5.26** Over the life of the Local Plan it is possible that policies for employment land development will come forward that for a variety of reasons cannot be readily accommodated within the existing range of available employment land. This policy ensures that whilst priority would continue to be given to designated areas for employment land development, the Local Plan can also be flexible enough to support positive proposals for sustainable economic development beneficial to the overall growth and prosperity of the Borough.

#### The River Tyne North Bank

**5.27** The River Tyne North Bank area does not provide large amounts of available employment land but has the potential to make a significant contribution to the growth and prosperity of North Tyneside over the next fifteen years. As the final decline of ship building here on the Tyne took place, the River Tyne has retained its role as a working river as oil, gas and offshore exploration, and mining have seen renewed growth and activity at the Port of Tyne has grown.

**5.28** The River Tyne North Bank Strategic Development Framework (2009) provides an important basis for the regeneration and investment in this area. The strategic framework clearly highlights the opportunities for the riverside area and has provided the basis on which North Tyneside Council has worked to bring major investment into the Borough.

### AS/5.5 River Tyne North Bank

The Council will support further development and investment in the advanced engineering, manufacturing and renewables sector providing a range of office and manufacturing space, with access to multi-purpose hard standing and deep-water berths, and additionally to the provision of accommodation for training and education in related sectors, across the River Tyne North Bank area with particular focus upon the following locations highlighted on the Policies Map:

- a. Former Swan Hunter shipyard, part of the North East Low Carbon Enterprise Zone.
- b. Land at Port of Tyne, part of the North East Low Carbon Enterprise Zone.
- c. Land adjacent to Heraeus Quartz Ltd.
- d. Oceana Business Park and Hadrian Yard.
- e. Willington Quay.

- 5.29** The North East Local Enterprise Partnership designated the North East Low Carbon Enterprise Zone (EZ) in 2012, incorporating land at the Port of Tyne in North Shields, Swan Hunter's in Wallsend and next to the Nissan plant in Sunderland. The EZ provides financial incentives to encourage business in the sectors identified to grow and invest in the area - providing a boost to economic growth. Simplified planning regimes also form part of the EZ package.
- 5.30** The Former Swan Hunter site now benefits from a Local Development Order (LDO) that commenced on the 19th November 2012 following approval from the Secretary of State. The LDO will provide deemed planning consent for a range of development that would normally require planning permission until 2022. At the Port of Tyne Enterprise Zone the Council is continuing to work with the Port of Tyne company to bring forward development of the site as part of the Enterprise Zone.
- 5.31** The Oceana Business Park and Hadrian Yard, land adjacent to Heraeus Quartz Ltd and land at Willington Quay is not within the Low Carbon Enterprise Zone (EZ) but includes many existing businesses that support the objectives of the EZ and are in areas that could provide suitable sites for businesses looking to form part of the overall supply chain.

### The A19(T) Economic Corridor

- 5.32** The A19(T) forms a key strategic transport route for North Tyneside and the wider North East region, linking in particular with South Tyneside, Sunderland, East Durham and North Yorkshire before linking with the A1 and M1 heading further south. North Tyneside sits at a key point for the A19(T) close to its crossing with the River Tyne and junction with the A1058 Coast Road linking with Newcastle city centre, and its junction with the A1 towards Northumberland and Scotland.

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### AS/5.6 A19(T) Economic Corridor

The Council will promote and support further development and investment in a range of B1, B2 and B8 employment activities across the A19(T) economic corridor and the continued diversification of North Tyneside's economy through delivery of small, medium and large scale office developments. Support for the area will in particular consider and ensure:

- a. Continued enhancement of the road and public transport infrastructure serving the A19 corridor.
- b. Priority for office (B1a, b) uses at the north of the A19(T) economic corridor and within 500metres of metro stations.
- c. Priority for a mix of manufacturing, trade and office development to the south of the A19(T) economic corridor.

**5.33** The A19(T) economic corridor has played and will continue to play a central role in growth in employment in North Tyneside over the life of the plan. As such key to the overall growth of the corridor will be to ensure it continues to benefit from improvements for road and public transport access to the area.

**5.34** Much of the office development, at locations such as Cobalt Business Park has come about with the support of Enterprise Zone status that was granted in 1996. In some instances developments are still able to benefit from that status and new office developments are continuing to be developed on the business park - making it one of the largest in the UK.

**5.35** Through this policy the Council will continue to recognise the importance of the overall economic growth corridor, and promote and attract businesses to invest.

### Business support, skills, training

**5.36** Ensuring residents of the Borough have the appropriate qualifications and skills, and are given the best opportunity to take advantage of those opportunities is vital to securing investment and growth.

### DM/4.6 : Employment and Skills

Proposals for major new development will be required to contribute to the creation of local employment opportunities and support growth in the overall proportion of local residents in education or training through:

- a. promotion of the development and expansion of education facilities, particularly to support education training and apprenticeships in association with advanced engineering, manufacturing and the off-shore, marine and renewables sector.
- b. reach an agreement between the Council, developers and new occupiers of business premises to promote local recruitment and training targeted at the advanced level skills that residents would need to gain from the new employment opportunities created.

## 5 Economy

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- 5.37** Providing support to help residents meet their full potential and local residents have the skills that businesses need are key priorities for North Tyneside and is included in the Council Plan (2014 to 2018). Education and training provide the pathways to employment that help make the Borough attractive for investors and support the overall prosperity of the Borough.
- 5.38** Residents of North Tyneside are well qualified with levels of attainment at all levels better than the average for the North East. However, advanced education and training at HND and degree level trails the national average. About 29% of Borough residents have qualifications at NVQ Level 4 and above, compared to about 32% for Great Britain as a whole. Policy DM/4.7 seeks increased training and education facilities for advanced level skills, particularly where the provision can be linked directly to employment opportunities available in the Borough.
- 5.39** The policy also sets out the Council's commitment to help local residents benefit from investment that takes place in the Borough. Whilst businesses must be able to employ suitable employees, support from North Tyneside Council in linking employers and developers with residents maximises the impact of investment in the Borough. Over the long term this will further enhance the investment environment of the Borough and improve employment prospects for all.
- 5.40** The policy relates to major new development as defined in the Town and Country Planning (General Development Procedure) Order 1995. This states that housing developments above 10 units and development over 1000sqm floorspace, alongside other criteria, constitutes major development.

### Tourism at the Coast

#### Tourism at the Coast

- 5.41** Holiday trends have changed in recent years, with new hotels being built close to office parks as demand from business tourism has grown. However, tourist accommodation has historically been dominant at the coast and this area remains of high importance in the tourism offer of North Tyneside.

## 5 Economy

### AS/4.7 Tourism at the Coast

North Tyneside's coastal area provides popular tourist attractions, facilities and accommodation that are of importance to the tourism industry for the region. Proposals for new or the extension of existing attractions, facilities and accommodation will be actively supported to maintain and enhance an attractive, vibrant and viable seafront offer.

The change of use of existing visitor accommodation (CI hotel/guest house) will be permitted where:

- a. There is no proven demand for the facility, demonstrated through an active and exhaustive marketing process for a minimum of nine months, and it can no longer make a positive contribution to the economy.

Any proposals for the change of use of the Rex Hotel, Whitley Bay, the Grand Hotel, Tynemouth and the Park Hotel, Tynemouth that each make a major contribution to the range and quality of visitor accommodation at the coast will be permitted where:

- b. There is no proven demand for the facility, demonstrated through an active and exhaustive marketing process for a minimum of eighteen months, and it can no longer make a positive contribution to the economy; or
  - a. An appropriate alternative is to be provided, which is at least equivalent to that lost in terms of quantity, quality and location.

- 5.42 Existing tourist accommodation that takes advantage of prime locations on the sea front are of significant value to the tourist economy of the coast. The Rex Hotel, Grand Hotel and Park Hotel are highlighted for their importance to be retained for tourist accommodation due to their position and prominence.
- 5.43 It would not be reasonable to insist on all tourist and leisure facilities remaining in that use if they are not viable, therefore the policy offers scope for some change of use. The selected hotels will be required to prove they have been effectively marketed at a fair market price. Where the use is considered to make a positive contribution to the economy, or where it is suspected that they have been allowed to run down, then it may be necessary to obtain an independent assessment of applicants' evidence.
- 5.44 In all cases the marketing process requires as a minimum, confirmation by the marketing agent on headed company paper that the premises were appropriately and extensively marketed for the required length of time as set out by the Council; dated photographs of marketing board/s of an appropriate quality, size, scale, location and number, during this time, on the premises; an enquiry log, how it was followed up and why it was unsuccessful; a copy of all advertisements in the local press and trade journals (should be at least four weeks' worth of advertisements spread across a six month period) and evidence of marketing via the internet.

## Longsands

### AS/4.8 Longsands: Temporary Events Area

Beaconsfield will be safeguarded for open space but would be considered acceptable for temporary tourism and recreational related activities and appropriate works to support such activities.

- 5.45** Surfing opportunities have attracted national surf championships and many other events that help support the local economy. Retaining the open space at the coast, including Beaconsfield, was a key point raised in previous consultations. Maintaining Beaconsfield as an area of open space is recognised but with improvements to drainage and power supply this site could be improved to host future events. Any such events would need to be of a temporary nature which would be no longer than three months.

## 6 Retail and Town Centres

### 6 Retail and Town Centres

- 6.1** Ensuring town centres are recognised and protected and sufficient land can be brought forward to meet the retail needs of the Borough is a crucial element of this plan.
- 6.2** Town centres act as key locations for a diverse range of uses such as retailing, leisure, offices, cultural activities, community facilities and also provide an important, sustainable location for housing. North Tyneside's town and district centres offer a good mix of facilities, services and shopping provision and are central to the character of the Borough and its sense of place. Successful town centres also play a crucial role in sustainable development and can be key to maintaining and enhancing North Tyneside's prosperity, but currently face competition with the shopping provision of out of centre locations.

### Supporting Competitive Town Centres

- 6.3** North Tyneside's town centres are the heart of their respective communities. Competition, particularly from out of centre locations is having an effect on their ability to compete. Whilst overall economic conditions, and in the case of North Shields and Wallsend in particular, the decline of former industries at the riverside have harmed the viability of the centres.
- 6.4** Revitalising the Borough's town centres to attract more visitors, enhance their appeal for businesses, and link with policies to encourage tourism and attract major industrial investment and jobs to the River Tyne North Bank, is a key priority for the Council.

#### S/6.1 : Competitive Town Centres and Retail Provision

Within the Borough's defined centres the Council will pursue a strategy for their growth and regeneration, and support proposals for main town centre development, appropriate residential and mixed-use schemes, that would:

- a. Contribute to the protection and enhancement of the vitality and viability of the centre.
- b. Capitalise upon the character, distinctiveness and heritage value of the centre.
- c. Support the improvement in the range and quality of shops, services and facilities.
- d. Boost the growth of small and medium sized businesses that can provide unique and niche services.
- e. Encourage the growth of the evening economy with leisure, culture and arts activities.
- f. Enhance accessibility by all modes including by car, public transport, walking and cycling.
- g. Introduce measures that reduce crime and the fear of crime and any other disorder issues.

- 6.5** This policy sets out some of the Council's priorities for growth and investment within the town centres and reflects the overarching approach set out in the sustainable development strategy to ensure the Borough's centres are the focus for new development and can provide competitive locations for businesses to invest. The Borough's centres are easily accessible by bus, Metro, or walking and cycling and provide a range of facilities and services in one place encouraging linked trips and reducing the number of journeys that might need to be made.
- 6.6** Key to the policy is support for the provision of main town centre development that consists of:

## 6 Retail and Town Centres

- retail development (including cash'n'carry type shops and factory outlet centres);
- leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls);
- offices;
- arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities);
- housing is also recognised as having an important role within town centres, but is not a main town centre use.

**6.7** The Retail and Leisure Study (2011) found that the property offer, particularly in North Shields and Wallsend is out-dated and out-moded, with unit sizes typically being very small and tightly surrounded by well established residential areas. However, the Council is committed to delivering redevelopment and investment to improve the overall quality of retail provision within the towns.

### Future Retail Demand and Requirements

**6.8** The Retail and Leisure Study sets out the evidence and requirements for additional floorspace over the period of the Local Plan for everyday items (convenience goods), more bulky and less frequently purchased items (comparison goods). The Study found no overarching requirement for major leisure development in the plan period.

#### S/6.2 Future Retail Demand

Provision should be made for the amount of additional retail floorspace set out below. Future provision should be in accordance with the time periods specified and in accordance with other policies in the Local Plan.

Type of use	Floorspace (square metres net)			
	2011 - 2016	2017 - 2021	2022-2027	2011 - 2027
Convenience - Everyday shopping items	1,200	1,100	1,400	3,700
Comparison - Items that are bought less frequently. e.g. clothing, washing machine	11,100	7,500	10,500	29,100

Table 2

**6.9** The first five years are considered the most accurate whereas 2022-2027 are more to be viewed as general estimations.



## 6 Retail and Town Centres

- 6.10** North Tyneside's comparison retail growth has historically (1983-2009) been strong, averaging at 5.6%, per capita, per annum. The economic downturn brought on the first fall in 2009 of -0.3 %. The Retail and Leisure Study has anticipated that growth levels could begin to return to historic levels in the period up to 2020 with new retail floor space needed to cater to this forthcoming demand for both new and existing residents.
- 6.11** The Retail and Leisure Study provided an indicative estimate of future growth in expenditure on leisure activities. This indicated that 63% of projected spending growth will go to eating and drinking establishments, 11% on cultural services, around 6% on recreational and sporting services, and some 5% on games of chance. Taking account of existing leisure provision, including the cinema at Silverlink, family entertainment at Royal Quays and the increase in restaurants within vacant units in the town centres along with the demand in pub-restaurants, the Study indicates that, at present, there is no demand for further major leisure developments.
- **Emerging evidence**
- 6.12** Current projections for growth in retail spending and floorspace requirements set out in the 2011 Retail and Leisure Study only extend to 2027. Whilst the level of uncertainty over such projections increases the further ahead it is important that an understanding of potential requirements for the whole plan period is included in the Local Plan.

### A Hierarchy of Centres

- 6.13** The Borough's town centres provide a variety of shops, services and facilities including unique independent businesses that bring variety and vitality to a centre. District centres provide smaller scale shopping, allowing people to do “top up” shopping, reducing the need to travel.

## 6 Retail and Town Centres

### S/6.3 : Hierarchy of Centres

Reflecting the sustainable development strategy of this Local Plan the following centres, as defined on the Policies Map, provide the key locations that can be resilient to future economic changes and which should be considered as part of a sequential test for proposals main town centre uses and development.

- a. Town Centres
  - i. North Shields
  - ii. Wallsend
  - iii. Whitley Bay
  - iv. Killingworth
  
- b. District Centres
  - i. Forest Hall
  - ii. Monkseaton
  - iii. Tynemouth
  - iv. Battle Hill
  - v. Longbenton
  - vi. Northumberland Park
  - vii. Preston Grange
  - viii. Whitley Lodge

**6.14** In the light of the Retail and Leisure Study, the retail hierarchy sets out a list of centres according to size, health and the results of that analysis. The district centres vary considerably in terms of their levels of provision and the subsequent role that they play within the network of centres.

- **Newcastle City Centre**

**6.15** Whilst outside of North Tyneside's administrative boundary, Newcastle city centre has a significant role in the retail function of the Borough. The city centre is a regional centre and key transport hub easily accessible to residents from all parts of North Tyneside via the Metro, frequent and rapid bus links and good road connections. The scale and range of services in the city centre has an impact on the role and potential of the Borough's town centres.

- **Town Centres**

**6.16** The Borough's four town centres predominantly support their local catchment. North Shields, Wallsend and Whitley Bay contain the largest number of retail and services units of any of the centres. They also account for the largest share of spending on comparison goods. Killingworth has the greatest share of comparison goods spending outside of the three larger town centres but does not contain some of the uses that might ordinarily be associated within a traditional town centre.

## 6 Retail and Town Centres

**6.17** Wallsend, Whitley Bay and North Shields have limited scope for significant expansion to meet the identified needs for additional comparison retail floorspace as they are tightly surrounded by residential areas, but the scope for redevelopment and regeneration within these centres is explored. Killingworth does have potential capacity to absorb further town centre development.

- **District Centres**

**6.18** Forest Hall, Monkseaton and Tynemouth are the next highest performing centres for number of units. Tynemouth attracts a lower comparison retail spend compared to the other two, but is classed a district centre due to its strong performance in other indicators and importance of its leisure industry.

**6.19** The remaining centres have the lowest market share of comparison spending and the lowest number of retail and services units. However, some of these centres, most notably Northumberland Park, have the potential for further expansion that may help to meet the Borough's overall needs for retail provision.

- **Out-of Centre Retail Areas**

**6.20** Silverlink is the main out of centre shopping area and is recognised within the Retail and Leisure Study as responsible for the majority of comparison retail spending within North Tyneside. However, the Silverlink Retail Park, whilst important, is not a town or district centre within North Tyneside as it lacks the range and diversity of facilities and services that would be expected within a centre. Boundary Mills and Great Outdoors stores in Shiremoor, the large retail units and bowling facility in Benton, and the currently vacant retail park at the Coast Road and Norham Road junction are also considered out of centre locations.

### **Retail and Housing Development within Town and District Centres**

**6.21** As set out in Policy S/6.3, development for main town centre uses is supported within identified centres. Policy DM/6.4 seeks to support retail development and investment in the retail core of town centres and encourage delivery of more housing. The identification of a Primary Shopping Area (PSA) and primary and secondary shopping frontages, where most retail activity is concentrated, will help to guide such development to enhance the vitality and viability of centres.

**6.22** The overall purpose of the PSA is to maintain healthy and functioning locations within town centres that meet residents' retail needs. The policy makes use of the planning use classes that group different types of activities in to categories, in order to control development and changes of use of existing premises.

## 6 Retail and Town Centres

### DM/6.4 : Town and District Centre Development

Within the primary and secondary shopping frontages and the PSA of centres, as defined on the Policies Map, proposals for development will be permitted where it would:

- a. Enhance or complement the principal role of the location as an area of retail activity.
- b. Promote the vitality and viability of the centre, including proposals for residential development and conversion of upper floors.
- c. Maintain and improve the range and quality of retail provision.
- d. Avoid a cumulation of uses that can undermine the centre's overall retail function and character.
- e. Deliver high quality active ground floor frontages.
- f. Not result in more than two adjacent units being in the same non-retail (non AI) use.
- g. In the Primary Frontage not result in less than 70% of frontages being in retail (AI) use.
- h. In the Secondary Frontage not result in less than 50% of frontages being in retail (AI) use.

Within the secondary shopping frontage but within the PSA, proposals for the residential development or conversion of premises to housing would be supported where otherwise appropriate in terms of its impact upon the amenity of residents and occupiers.

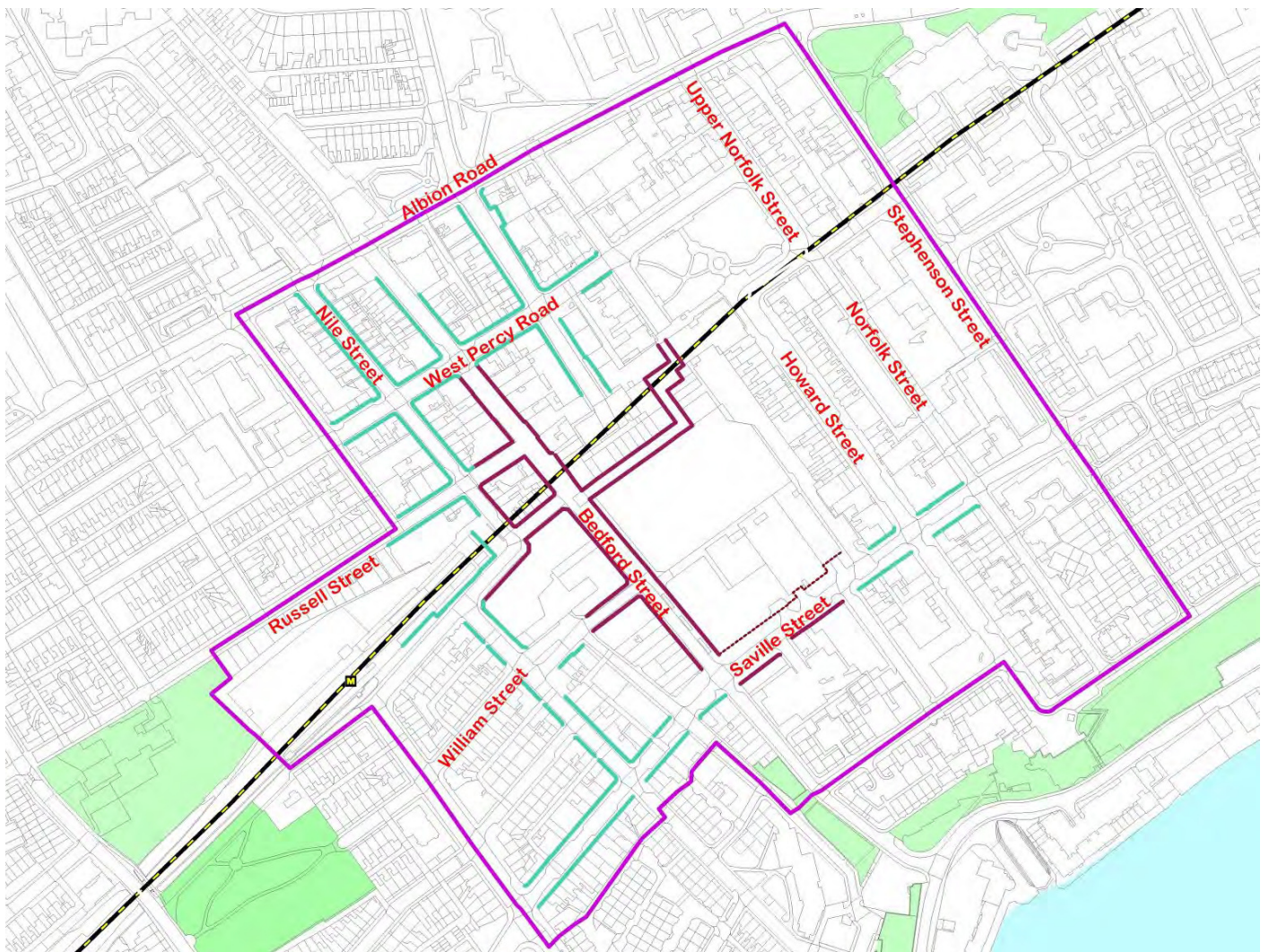
- 6.23** The findings of the Retail and Leisure Study proposed strengthening PSAs to support vibrant town centres, by focusing retail activity into the heart of the town and accepting the changing nature of more peripheral retail frontages.
- 6.24** The designation of a PSA is based on areas of towns with large pedestrian flows and a clustering of main town centre uses. The NPPF requires the identification of PSAs based on definitions of primary shopping frontages, and secondary shopping frontages that are contiguous with and closely related to the primary frontages.
- 6.25** Primary frontages are those streets more likely to contain retail activities particularly shops selling items such as clothing, household goods, food and drink, and have the largest pedestrian flows. Secondary frontages provide opportunities for a greater diversity of uses such as pubs, banks, cinemas and businesses.
- 6.26** Where non-retail uses begin to dominate an area or street, it can begin to harm the overall role and function of the PSA. For example, a shopping street dominated by bars, restaurants and other activities that may be only open in the evening would increasingly struggle to attract daytime visitors, which could eventually result in the closure of remaining shops.
- 6.27** Housing development is recognised as an important component of vitality within town centres. This can boost the local population within the town with residents who are likely to utilise local shops and services, supporting the overall sustainability of the town centre.



## 6 Retail and Town Centres

### North Shields Sub Area: Retail and Town Centre Proposals

- 6.28** North Shields is the largest town centre in the Borough. Within North Shields, the Beacon Centre is a managed shopping centre in the heart of the town, attracts a number of national retailers and, along with Bedford Street, makes up the PSA in North Shields.
- 6.29** The Plan for North Shields has been developed based on previous consultation responses and other evidence such as the North Shields Retail Centre Regeneration Strategy 2010 (NSRCRS) and the Retail and Leisure Study.
- 6.30** North Shields town centre boundary is shown on Map 7, below:



Map 7: North Shields town centre boundary

## 6 Retail and Town Centres

### The Beacon Centre, North Shields

- 6.31** The Beacon Centre is in the heart of the town and performs a vital role in not only providing a large amount of retail floor space that is attractive to national multiples, but also accommodates a large amount of car parking. Improving the Beacon Centre is viewed as a major opportunity to improve the image of the town and to attract better quality shops to the area. The Council will support appropriate plans that will reinvigorate the Beacon Centre with a stronger outward facing retail presence to benefit the retail core. The Beacon Centre currently performs poorly in terms of its aesthetic and functional contributions to the town centre as a whole.

#### AS/6.5 North Shields Town Centre: Beacon Centre

The Council would support refurbishment of the Beacon Centre that seeks to address each of the following:

- a. Enhancing the pedestrian routes through the centre;
- b. Broadening the range, size and quality of retail units;
- c. Enhancing the buildings appearance with increased town centre frontage on Saville Street and Bedford Street; and
- d. Enhancing entrances into the Centre, including the car park.

### Coastal Sub Area: Retail and Town Centres

- 6.32** One of the important contributions to the local economy along the coast is the evening economy and popularity of bars and clubs, particularly at Whitley Bay and Tynemouth.
- 6.33** In Whitley Bay this popularity is confined to the area around South Parade but the success of South Parade dominates the impression of what the town has to offer in the evening. One of the objectives of this Plan is to encourage a more diverse evening economy with increased attractions other than those targeted at the existing market around South Parade. Schemes such as the Whitley Bay Playhouse and the regeneration of The Spanish City can help change the image of the town making it more attractive to a wider range of visitors.
- 6.34** Tynemouth is a picturesque village with the historic Front Street at its heart. With hundreds of years of history, Priory Castle overlooking the mouth of the River Tyne, beautiful sandy beaches and popular shops and restaurants, Tynemouth has become an increasingly popular visitor destination. The success of Tynemouth as a place to visit has benefited the local shops, restaurants and bars that have succeeded to create a popular night time economy. However, this popularity threatens to change the character of the village and there should be careful consideration to restrict additional licensed premises as the domination of certain uses in one area can have an adverse impact.
- 6.35** When drawing up planning policies to address issues associated with the night time economy, it should be recognised that there are multi-dimensional issues. Actions to address them cover a much wider range of legislation than just town planning.



## 6 Retail and Town Centres

- 6.36** In March 2011, the Council adopted a new licensing policy to the busiest drinking areas of Whitley Bay - bordered by Promenade, Park Avenue, Marden Road, Station Road, Whitley Road and Percy Road. The 'Cumulative Impact Policy' aims to help reduce alcohol-related crime and disorder by making it more difficult to grant new licences for pubs and clubs within that particular area.
- 6.37** Whitley Bay town centre boundary is shown on Map 8, below:



Map 8: Whitley Bay town centre boundary

## 6 Retail and Town Centres

6

### AS/6.6 Coastal Evening Economy: Whitley Bay and Tynemouth

The Council will support development proposals for town centre uses at South Parade in Whitley Bay and the identified Primary Shopping Area (PSA) in Tynemouth that:

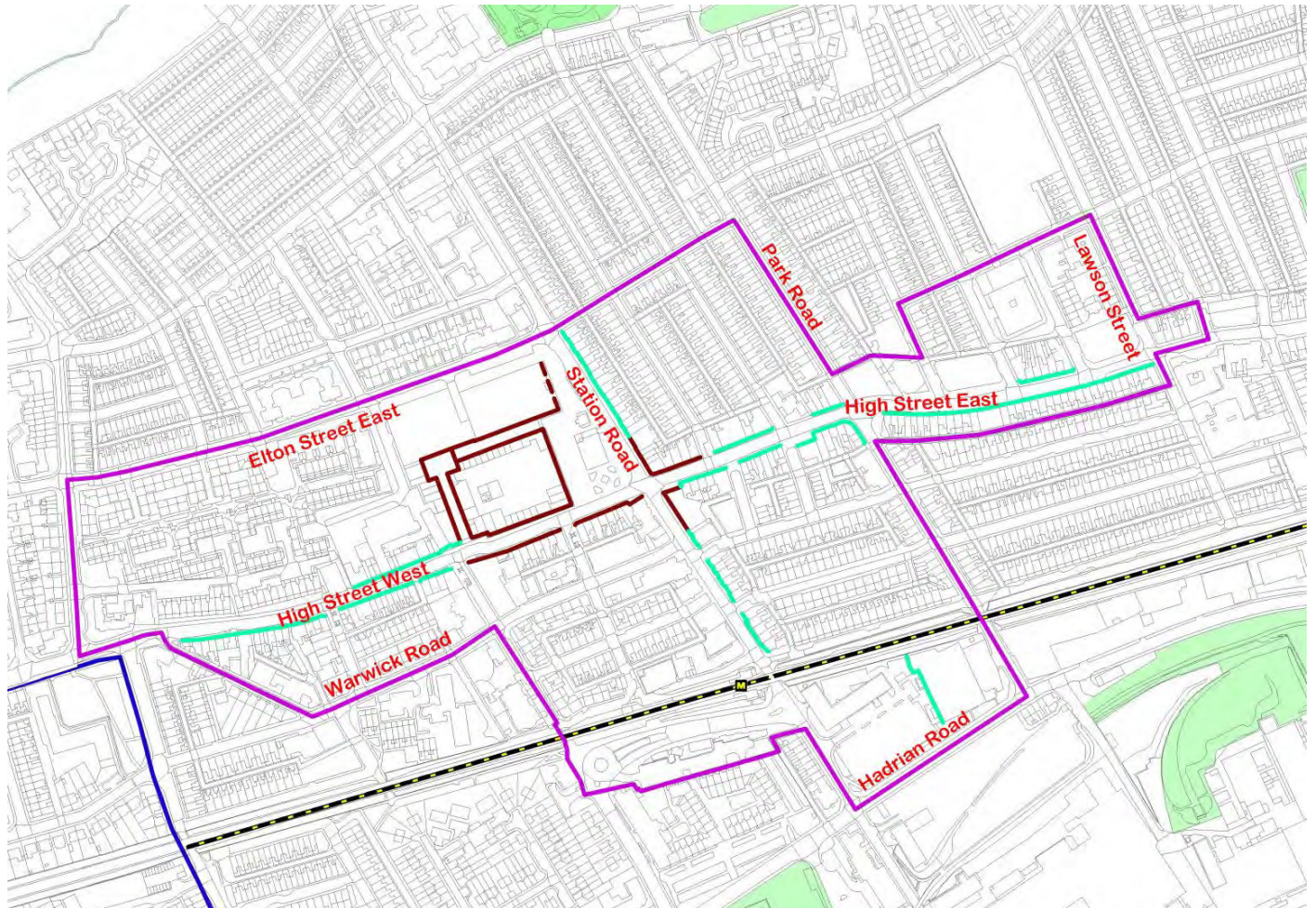
- a. Support a sustainable evening economy.
- b. Would add vitality and viability to identified areas, without either singularly or cumulatively undermining the overall attraction of the centre; and
- c. Would not adversely impact on the existing character, function and vitality of the street or surrounding environment.

### Wallsend and Willington Quay Sub Area Retail and Town Centre Proposals

- 6.38** Wallsend town centre is a linear traditional shopping street stretching the length of High Street West and High Street East. Station Road marks a key crossroad between High Street East and West and is the very core of the town centre. The Forum Shopping Centre, a medium sized covered mall is located at this junction.
- 6.39** Securing the regeneration and enhancement of Wallsend town centre is key to the overall improvement of the town and local area. The proposals below look to:
- improvements in the provision of shopping facilities,
  - making Wallsend a more attractive and safe place to visit whilst;
  - recognising the enormous potential of those features and assets in Wallsend that make the town unique.
- 6.40** Wallsend town centre boundary is shown on Map 9, below:



## 6 Retail and Town Centres



Map 9: Wallsend town centre boundary

### The Forum Shopping Centre, Wallsend

- 6.41** The Forum Shopping Centre provides a focal point for the town centre and is where most of the major national retailers in the town are located. The former Co-op supermarket at the Forum has been vacant for a number of years, whilst there is a need for an overall improvement to the quality of the retail environment at the shopping centre.
- 6.42** Plans for refurbishment of The Forum Shopping Centre are now well advanced and it is hoped will see the delivery of three new stores at the former Co-op and development of a new supermarket and additional car parking through expansion of The Forum to the west.

## 6 Retail and Town Centres

### AS/6.7 The Forum Shopping Centre, Wallsend

To improve the overall quality of retail provision in Wallsend and contribute to identified requirements for the provision of comparison retail floorspace, the Council will continue to provide support for proposals at the Forum Shopping Centre as identified on the Policies Map that:

- a. Enhance the role of The Forum Shopping Centre at the heart of the primary shopping area in Wallsend,
- b. Provide a new retail floorspace to serve the town and wider community,
- c. Enhance the internal and external appearance of the shopping centre making the area attractive to shoppers and visitors,
- d. Would deliver enhanced community facilities and services for the whole of Wallsend, including library services,
- e. Provide improved and accessible parking provision that is available for use by shoppers at the supermarket, The Forum and the town centre as a whole.

### Portugal Place and High Street West

- 6.43** This triangle of land located in the west of Wallsend town centre is a prominent entry point to the town. The area lies between Portugal Place (the former route of a waggonway), High Street West and Border Road. The site forms one of the potential development sites across North Tyneside outlined at section 11 of this Local Plan Consultation Draft as Site 348.
- 6.44** Within a relatively small space the area includes a wide mix of businesses, derelict land, homes, a health centre and a public house. On High Street West there has been a deterioration of older shop buildings as maintenance has failed to keep up and vegetation has infiltrated. To the junction of Border Road stands a good quality solid building but behind is a mix of derelict land and small buildings of temporary appearance. At this location a residential planning permission has been in place for a number of years but not come forward for development.
- 6.45** At Portugal Place, a modern health centre is the dominant building. There are indications that this could expand to meet demand. However, it is currently surrounded by an additional mix of uses and businesses that are detrimental to residential amenity, that could be better accommodated elsewhere and have no real requirement for such a central location.

## 6 Retail and Town Centres

### AS/6.8 Portugal Place and High Street West, Wallsend

The Council will develop a master plan for the sensitive redevelopment of this area at Portugal Place and High Street West, as defined on the Policies Map, with the specific objectives of:

- a. Expanding the Portugal Place Health Centre;
- b. Relocating intrusive business uses that conflict with the role of a town centre and residential environment;
- c. Deliver new residential accommodation of high quality within the town centre meeting the specific needs of residents of Wallsend;
- d. Include continued provision of leisure and retail activities, including the public house on this site; and
- e. Deliver overall significant improvements to the visual appearance of the site, helping to enhance the image of Wallsend.

### Northumberland Park District Centre

- 6.46** The Retail and Leisure study (2011) indicated that at least 29,000sq m of comparison retail floorspace is required to meet the expected levels of expenditure by 2027.
- 6.47** Northumberland Park District Centre has the capacity for expansion to help meet the Borough's requirements for comparison floorspace, with the revised boundary increasing the overall area of the district centre by approximately 4 hectares, potentially capable of supporting 10,000sqm to 15,000sqm of retail floorspace.
- 6.48** New retail developments within the area would provide opportunities to serve the new and increasing local community accommodated within the major residential schemes at Northumberland Park, Scaffold Hill and Shiremoor West. The location is also well placed to attract some passing trade, assisting the viability of new and existing businesses. The expansion of the district centre would need to be well connected to the existing centre and the surrounding neighbourhoods to support sustainable economic development in the Borough. Retention levels for the borough as a whole would be improved through the reduction in leakage out to Newcastle or the Metro Centre
- 6.49** The potential additional area of land that could be incorporated in the Northumberland Park District Centre is included within the schedule of Potential Development Sites to the rear of this document and is included within the Local Plan Consultation Draft: Potential Development Sites, available online here  
[http://www.northtyneside.gov.uk/pls/portal/NTC\\_PSCM.PSCM\\_Web.download?p\\_ID=547795](http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=547795) .

## 6 Retail and Town Centres

### AS/6.9 Northumberland Park District Centre Retail Development

Proposals for new development(s) within the boundary of the Northumberland Park District Centre as identified on the Policies Map will be permitted provided that they meet all of the following criteria:

- a. It can lead to an overall increase in comparison retail floorspace;
- b. The development is fully integrated with the existing centre, surrounding neighbourhoods and Northumberland Park metro station with particular attention paid to addressing pedestrian and cycle links; and
- c. The scale of any new floorspace reflects its position as a district centre.

### Edge of Centre and Out of Centre development

- 6.50** The Council supports a town centre first approach towards new development for main town centre uses. If there are no available sites in a centre then edge of centre sites should be considered before out of centre sites.
- 6.51** The requirement from national guidance for flexibility in the business model is to encourage developers and the Council not to rule out developments on more complicated sites that don't fit the standard model.
- 6.52** There is a good range and choice of large food stores both in centres and out of centre, but the Retail and Leisure study found there was a qualitative need for a new foodstore in Wallsend to inject additional consumer choice into the local convenience sector and enhance consumer choice. Each of the centres would benefit from greater number, and range of, comparison stores to deliver greater choice to the public.

### DM/6.10 Edge of Centre and Out of Centre Development

Proposals for main town centre uses on sites not within the defined town or district centres will be permitted where they meet the following criteria:

- a. in order of priority there are no sequentially preferable sites in-centre, edge of centre, existing out-of-centre locations within readily accessible to metro stations or key junctions of the A19(T), and finally existing out-of-centre locations;
- b. there are no significant adverse impacts, either individually or cumulatively, on the defined centres, in particular edge-of-centre sites should be of a scale that is appropriate to the existing centre;
- c. there is flexibility in the business model and operational requirements in terms of format; and
- d. the potential sites are easily accessible and well connected to town and district centres.

Proposals for a main town centre use in an out-of-centre or edge-of-centre location will require an impact assessment where they would provide either:

- a. 500 sq.m gross of comparison retail floorspace, or more; or
- b. 1,000 sq.m gross of retail floorspace for supermarkets/superstores, or more.



## 6 Retail and Town Centres

- 6.53** The Retail and Leisure study (2011) identified that North Tyneside Council must accommodate for 29,100 s.q m (net) of comparison retail needs throughout the plan period of 2011-2027. The NPPF highlights the importance of meeting the required floor space in full and that these needs should not be compromised by site availability.
- 6.54** North Tyneside's total comparison floor space is continually changing. Following the Retail and Leisure study (2011) more than 6,050 sq m of floor space has been gained through new developments within the borough. In order to monitor these constant changes, North Tyneside's town centre manager produces monthly reports on the vacancy rate within the town centres.
- 6.55** For the location of new comparison retail development and in accordance with paragraph 24 of the NPPF, the Local Plan takes a town centres first approach. In order to promote our town centres, North Shields, Whitley Bay, Wallsend and Killingworth will continue to be the preferred location for any new comparison developments.
- 6.56** However, analysis of available land and sites within North Tyneside's three largest town centres; North Shields, Whitley Bay and Wallsend suggests that the centres may not be able to fully accommodate the future comparison retail demands. As part of the Retail and Leisure Study, vacancy rates and available sites were assessed in order to understand North Tyneside's retail capacity. Working jointly with North Tyneside's town centre manager, approximately 9,960 sq m of potential comparison retail space has been identified within the town centres. However, it has not been possible to meet the requirement entirely within these larger town centres.
- 6.57** Policies must therefore be flexible enough to accommodate the floor space required. In order to meet the comparison need, the Council would consider, enhancement of retail provision at existing, well connected and accessible edge of centre or out of centre locations. However, it is important that any proposal for edge of centre or out of centre retail development does not harm the Borough's identified centres and all proposals in such locations must accord with the requirements of policy DM/6.10.
- 6.58** In support of the application of policy S/6.1 and DM/6.10 the Council has reviewed existing out of centre retail locations to be additionally considered should no suitable in centre or edge-of centre sites can be identified.
- West Chirton: 1,445 s.q m potential floor space
  - Silverlink Travelodge: 9,737s.q m potential floor space
  - No Frills, Whitley Road: 6,522 s.q m potential floor space
  - Middle engine lane: 1,400 s.q m- 3,000 s.q m potential floor space
  - Boundary Mills: 12,000 s.q m potential floor space
- 6.59** The above sites have been selected for potential out of centre retail development as they are already situated in existing 'hubs' of retail activity aided by the success of the Silverlink and Cobalt developments. The selected sites are highly accessible and well connected to the town centres with the A19 and junctions close by and have established public transport links. Utilising these previously developed brownfield sites promotes North Tyneside's regeneration and sustainability strategies.

## 6 Retail and Town Centres

### Impact Assessment

- 6.60** Due to the Borough having three main town centres that are only of an average size they are susceptible to developments that are not considered to be very large on a national scale, but would still have a significant impact on the borough's town centres. As a consequence, the threshold of a development to undertake a impact assessment is lower than current government guidance, but is based on our Retail and Leisure Study (2011).
- 6.61** New retail developments should not have an unacceptable adverse impact on the vitality and viability of any other existing centre.
- 6.62** All applications for new retail and leisure developments that require an impact assessment will be required to demonstrate:
- The impact of the proposal on the vitality and viability of any centre, including local consumer choice and trade in the centres.
  - The impact of the proposal on existing, committed and planned public and private investment in any centre.
- 6.63** Opportunities to deliver sustainable economic development at West Chirton will need to deliver significant regeneration opportunities. It is the only out of centre location that would be acceptable to appropriate additional retail uses but any additional floorspace above that currently on site would be subject to impact assessment as part of Policy DM/6.10.

### Local Facilities

- 6.64** To support sustainable development in the Borough the Plan supports the provision of small scale local facilities out of centre, which could support local communities, and also appropriate scale development in district/local centres. However, there has to be criteria to support the hierarchy of centres and encourage development in the town centres first.

#### DM/6.11 Local Facilities

New small-scale local facilities such as convenience stores and restaurants of less than 500 sq.m gross retail floorspace, or extensions to existing facilities outside defined centres will be permitted if it can be shown that all of the following requirements are met:

- a. The proposal is of an appropriate scale and nature to meet a specific day-to-day need of a population within convenient, safe walking distance (300m) for new or improved facilities;
- b. It will not have an adverse effect on the amenity of neighbouring uses.

Proposals to meet the day to day needs of employees on employment sites would be subject to this policy.

## 6 Retail and Town Centres

- 6.65** To support sustainable development in the Borough the Local Plan supports the provision of small scale local facilities out of centre, which could support local communities, and also appropriate scale development in District/Local centres. However, there has to be criteria to support the hierarchy of centres in Policy DM/6.11 and encourage development in the town centres first.

## 7 Housing

- 7.1** A decent home, that people are able to afford and adequately meets present and future needs, are critical to support healthy, safe and sustainable communities. Ensuring a good supply of homes is also important to sustaining services such as shops, doctors, supporting urban and town centre regeneration and to the economic development of the area. This section sets out the approach the Council will take in making provision for the housing needs of all North Tyneside residents to 2030. It explores how much housing will be required; the type and size of new homes needed to meet the needs of a diverse Borough; and, the options available for the location of the most significant new housing developments over the next 15 to 20 years.

### Housing North Tyneside

- 7.2** The overarching spatial strategy for housing is to protect and promote cohesive, mixed and thriving communities, offering the right kind of homes in the right locations. The scale of housing provision and its distribution is designed to meet the needs of the existing community and to support the economic growth of North Tyneside. Both the existing stock and new homes to be built over the next 15 years will be used to ensure the needs of both the existing and future communities are met.
- 7.3** The policies in this section set out the broad strategy for delivering this housing, informed by a range of evidence on housing land availability, housing demands and the overarching Spatial Strategy, in order to contribute to providing attractive, well designed places in which to live.

# 7 Housing

## S/7.1 Strategic Housing

The Council will seek to ensure that an adequate range of sites is made available across the Borough, including through the positive identification of Council owned land and through the provision of land for housing development, and will make best use of existing stock to create mixed, sustainable communities by:

- a. Providing enough new homes to meet current and future need;
- b. Delivering a distribution of new housing that is sustainable, taking account of the environmental impact of development and infrastructure requirements;
- c. Prioritising the delivery of brownfield land, whilst taking into consideration the viability of land for development and ensuring the Borough maintains a rolling five year supply of deliverable housing sites.
- d. Providing accommodation that is affordable for all sectors of the local community;
- e. Improving existing residential areas and bringing empty homes back into residential use;
- f. Delivering a range and type of housing that is currently under-provided for in the Borough, in order to meet identified shortfalls in need; and,
- g. Ensuring the delivery of specialist stock to meet specific needs such as larger housing, and extra care facilities; and,
- h. Promoting good management of Houses in Multiple Occupation including encouraging landlords to join the Private Landlords Forum.
- i. Opportunities for self-build schemes including the identification of parcels of land on larger housing sites.
- j. Ensure there remains choice and variety of viable housing sites capable of meeting a range of housing needs.

**7.4** A range of local strategies and documents highlight the importance of new housing development in the Borough including:

- the 'Our North Tyneside' Council Plan (2014 to 2018);
- the Strategic Housing Partnership Plan (2013); and,
- the North Tyneside Homelessness Prevention Strategy (2013 to 2018).

**7.5** Each of these recognise the important role a continuous housing supply, sufficient to meet the needs and aspirations of the whole of North Tyneside, has to wellbeing.

## New Housing

**7.6** Ensuring a sufficient supply of new housing is crucial to the social and economic future of North Tyneside and is vital to establishing a stable housing market both nationally and locally.

**7.7** To achieve this it is important that the supply of new homes is able to keep up with demand, as the size and nature of the population of the Borough continues to grow and evolve.

## 7 Housing 7

- 7.8** Work is underway to finalise the level of house building appropriate for North Tyneside, to 2030, which will ensure the current and future housing needs and aspirations of residents can be balanced with the environmental pressures that growth can generate.

### S/7.2 Housing Figures

Work is ongoing to establish the overall level of housing delivery that will be required within North Tyneside. The Borough's objectively assessed requirement for net housing delivery between 2013 and 2030 is estimated at 16,272 net additional homes. Working in partnership with our neighbours in Newcastle upon Tyne and Northumberland on overall housing delivery it is currently anticipated that this requirement could be reduced to between 10,500 and 12,000 net additional homes over the period 2013 to 2030. This level of housing delivery would be based on the following annual targets:

Time Periods	Delivery of 10,500 to 12,000 homes
2013/14 to 2017/18	618 to 623 per annum
2018/19 to 2023/24	618 to 749 per annum
2024/25 to 2029/30	618 to 720 per annum
<b>Total to 2029/30</b>	<b>10,506 to 11,900 net additional homes</b>

### The policy context for housing delivery

- 7.9** National Planning Policy Framework (NPPF) sets a clear requirement for Local Authorities to boost significantly the delivery of housing and to plan to meet objectively assessed housing requirements as informed by population and household projections. Ensuring a sufficient supply of new housing is crucial to the social and economic future of North Tyneside and is vital to establishing a stable housing market both nationally and locally.
- 7.10** Previously published housing requirements for North Tyneside, set out within the Core Strategy Preferred Options in 2010 were in conformity with the minimum requirements set by Regional Spatial Strategy for the North East. In April 2013 the government revoked the North East Regional Spatial Strategy (RSS) and it is now the Council's responsibility to define its housing requirement at a level that can meet identified evidence based needs for housing.

### The evidence base for housing delivery

- 7.11** The evidence that must be drawn on to establish the requirements and capacity for housing delivery in North Tyneside includes:
- **Household and population projections**

## 7 Housing

**7.12** Produced by the Office for National Statistics - most recently published in 2013 based on the census year 2011. From these it is currently proposed that annual household growth in North Tyneside run to 841 per year from 2011 to 2021. Taking into account levels of housing delivery since 2011 and projecting this forward to 2030 it is currently estimated that this annual requirement equates to an overall growth in households of 16,630 between 2011 and 2030. Taking into account annual housing delivery since 2011 that indicates a need for 16,300 homes between 2013 and 2030.

- **Strategic Housing Market Assessment (SHMA)**

**7.13** The SHMA (2009) and Key Elements Update in (2011) provide information on the type of homes required in North Tyneside. It also outlines the level of affordable need required in the Borough - identified in 2011 as 479 homes per year over ten years.

- **Strategic Housing Land Availability Assessment (SHLAA)**

**7.14** The SHLAA provides a technical assessment of the capacity of identified land in the Borough to provide for housing development. This considers whether sites are suitable and available and whether they are broadly capable of being delivered within the short term, are more generally developable over the long term or otherwise not considered developable. As part of this the potential viability of identified sites is taken into consideration

- **Emerging Evidence**

**7.15** Work is currently underway on a new SHMA which will help to give a greater understanding of the current housing market. This study will be a key piece of evidence as the Local Plan process moves forward; initial findings will be available in late 2013.

### **Working with North Tyneside's partners on housing delivery**

**7.16** The level of growth established through the Household and Population projections are based on past trends. Most notably for North Tyneside, net in-migration is a significant driver of population and household growth. Between 2001 and 2009 around 1,000 people each year chose to move to the Borough from surrounding areas, particularly young families from Newcastle. As a result of this relationship, future plans for Newcastle and Northumberland can have significant impacts for North Tyneside.

**7.17** Working closely with neighbouring authorities will ensure that planned housing growth across the three authorities is complimentary. The emerging Local Plans of both Newcastle and Northumberland are to provide sufficient housing to retain and attract working age families to help support and maintain sustainable communities in those locations. If successful this would reduce historic patterns of migration from Newcastle to North Tyneside and support the stable level of growth set out in Policy S/7.1.

**7.18** A more detailed analysis of population and housing and the key drivers of change are set out in a Housing Background Paper.



## 7 Housing

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**A trajectory for new housing delivery**

- 7.19** The overall requirement for between 10,500 to 12,000 new homes between 2013 and 2030 provides for a level of house building that is both achievable in the context of past trends, and desirable in ensuring sufficient growth in the Borough's housing stock to deliver the Local Plan objectives for population growth and diversity.
- 7.20** Policy S/7.1 provides for 10,500 to 12,000 net additional homes to 2029/30. As Table 2 demonstrates, when taking account of existing planning permissions and estimated losses to the dwelling stock (largely through demolitions) there is a remaining requirement to plan for the construction of between 8,125 and 9,625 homes (see Table 2).

A) Net Housing Target 2013/14 to 2029/30	10,500 to 12,000
B) Estimated Demolitions and other Losses 2013/14 to 2029/30	1,360
C) Gross Requirement 2013/14 to 2029/30 (A+B=C)	11,860 to 13,360
E) Existing Planning Permissions March 31st 2013	2,495
E) Major planning permissions post March 2013 and sites minded to grant**	1,206
G) Outstanding Gross Housing Target 2013/14 to 2029/30 (C minus D minus E minus F = E)	8,159 to 9,659

Table 3

\*\*n.b. This includes major planning permissions are at Scaffold Hill (450 homes permitted July 2013) and Whitehouse Farm (366 homes permitted September 2013). In addition there is further capacity for 390 homes from smaller permitted housing sites such as Norgas House in Killingworth (117 homes) and other sites which the Council is minded to grant planning permission but is awaiting section 106 planning contributions agreement.

- 7.21** It is for the Local Plan to identify a range of sustainable, deliverable and viable housing sites, crucial to the delivery of the Borough's overall housing requirement. The potential sites for housing development are identified on the Policies Map and in Chapter 11.
- 7.22** **Only a proportion of the sites identified at this stage, enough to meet the target of 8,159 to 9,659 new homes, will be allocated for development. The current consultation process will ensure that the most appropriate sites, that accord with the Local Plan's preferred Spatial Strategy, are selected.**

## 7 Housing

**7.23** All of the sites currently identified are within highly accessible locations, able to create and improve opportunities for recreation and have the potential to enhance biodiversity value with the selection process being informed by the evidence in the Strategic Housing Land Availability Assessment (SHLAA). The overall range of sites will provide for the creation of a mix of housing types across the housing market.

### Identifying Sites and Locations for Housing Development

#### S/7.3 Distribution of Potential Housing Development Sites

A range of potential locations for housing development, identified through the Strategic Housing Land Availability Assessment 2013, with an overall estimated capacity of 12,900 homes are identified on the Policies Map. This potential supply outlines a range of potential locations for housing development to be considered for inclusion within the Local Plan, that in total would exceed the Borough's objectively assessed housing requirement.

<b>Strategic Sub Area</b>	<b>Total capacity of sites identified for consultation</b>
The Main Urban Area	10,671
Wallsend	605
North Shields	917
Coastal Area	83
North West Communities	674
<b>Total all areas</b>	<b>12,950</b>

The selection of a preferred range of housing sites to meet identified needs will be informed by:

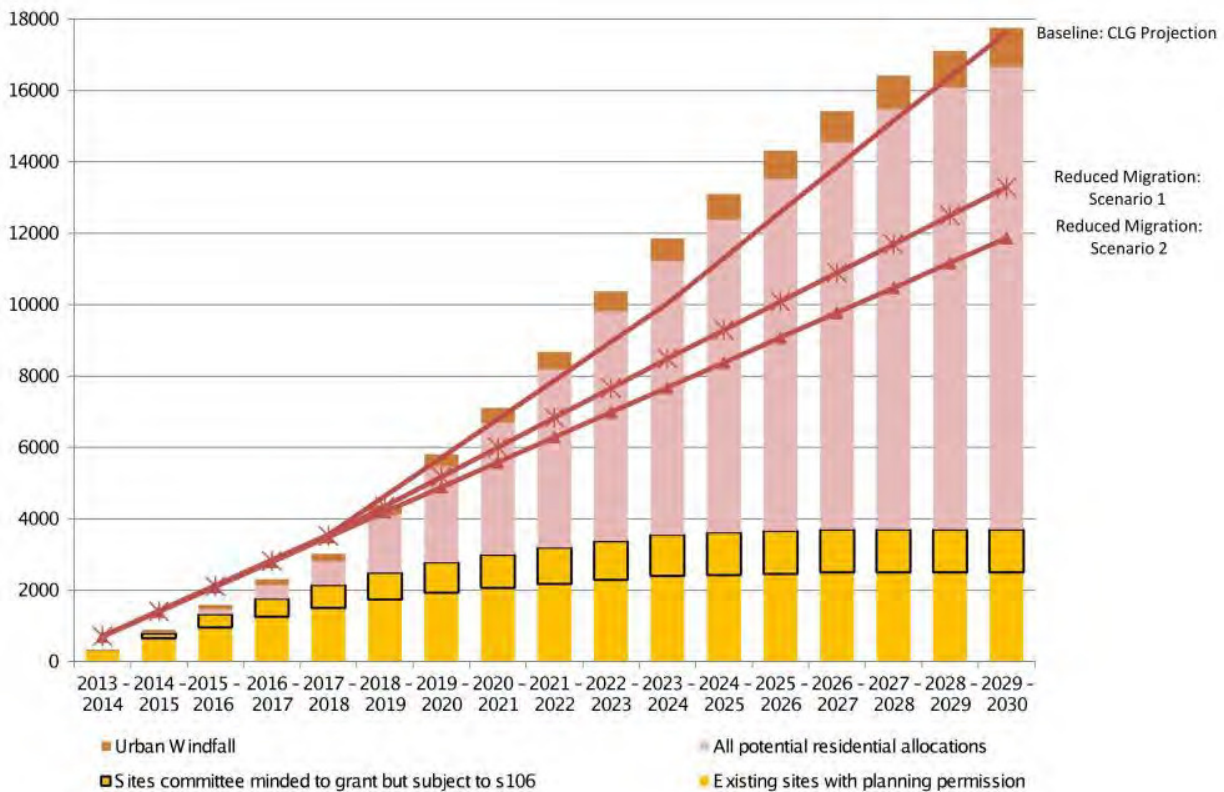
- The sustainability appraisal of each site,
- Evidence of the suitability, availability and overall economic viability of the sites for delivery, taking into account the constraints affecting potential development sites and the potential for delivery to mitigate any impacts - including biodiversity, sustainable access and highways, flood risk and heritage assets.
- Where alternative uses might be appropriate the overall requirements and suitability of sites for that use.
- The evidence provided by responses through this Local Plan Consultation Draft.

**7.24** A complete schedule of the sites proposed for consultation are set out within the section Potential Development Sites to the rear of this Local Plan Consultation Draft, and can also be viewed with proposed site boundaries online here - [http://www.northtyneside.gov.uk/pls/portal/NTC\\_PSCM.PSCM\\_Web.download?p\\_ID=547795](http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=547795) in the Background Paper, Local Plan Consultation Draft: Potential Development Sites.

## 7 Housing

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**7.25** As already noted above, only a proportion of these sites would be required to meet the Borough's needs for residential development up to 2030. The overall trajectory for delivery arising from these sites is illustrated in the graph below.



Picture 7.1 Graph of Total Potential Housing Delivery

**7.26** The approach of Policy S/7.3: 'Distribution of Potential Housing Development Sites' and DM/7.4: 'Criteria for New Housing Development' is to ensure that the Local Plan puts in place a framework for site allocations and key considerations for new development to meet the Borough's housing requirement. The policies seek to do so in a manner that best addresses the principles of sustainable development and the creation of mixed communities; and is flexible to respond to changes throughout the plan period.

**7.27** Through a combination of specific sites and broad locations. This is considered the best means of providing sufficient certainty to deliver the housing target, whilst maintaining flexibility in supply and allowing a continued focus on the most sustainable parts of the Borough within the town centres and urban area.

**7.28** The Council needs to ensure that sufficient sites are identified to support the level of growth set out in the plan, ensuring it is deliverable.

## 7 Housing

- 7.29** The Borough's housing requirement will be provided by a number of allocated housing sites, the selection of which will be informed by the current consultation process. The potential capacity for development set out in Policy S/7.2 are derived from the volume of deliverable and developable sites assessed through the annual Strategic Housing Land Availability Assessment (SHLAA).
- 7.30** Development viability and known timescales for delivery are now a fundamental cornerstone of the planning process. This is in tandem with the governments drive and commitment to significantly boost the delivery of new housing.

### Criteria for Other New Housing Sites

- 7.31** Whilst it is the role of the Local Plan to provide for and specifically allocate sites to meet the overall housing needs, proposals for new sites (not previously identified or allocated) known as windfall sites, will continue to come forward throughout the Plan period. Policy DM/7.4 outlines the criteria that will be applied to such sites.

#### DM/7.4 Criteria for New Housing Development

Proposals for residential development on sites not identified on the Policies Map will be considered positively where they can:

- a. make a positive contribution to the identified housing needs of the Borough; and
- b. Create a, or contribute to an existing, sustainable residential community;
- c. be accessible to a range of sustainable transport modes; and
- d. make the best and most efficient use of available land, whilst incorporating appropriate green infrastructure provision within development; and
- e. be accommodated by, and make best use of, existing infrastructure, and where further infrastructure requirements arise, make appropriate contribution to its provision; and
- f. make a positive contribution towards creating healthy, safe, attractive and diverse communities; and
- g. Demonstrate that they accord with the policies within this Local Plan.

- 7.32** Monitoring of housing delivery, in the Annual Monitoring Report and the 5-Year Housing Land Supply, has identified a steady reduction in housing supply in recent years. The volume of completions and new sites gaining planning permission for residential development has declined. In 2007/08 there were 584 net additions to the housing stock with a further 3,977 homes with planning permission. By 2010/11 net additions for the year had fallen to 255 with homes with planning permission reducing to 3,223. Within the past 12 months there are some signs in recovery of housing delivery with net additions of 450 homes in 2012/13. However, by March 2013 outstanding planning permissions stood at a low of 2,495.
- 7.33** This decline has taken place as housing allocations in the Unitary Development Plan (2002) are completed and, since the economic downturn of 2007/08, the volume of new planning applications for previously unidentified sites has fallen. Identification of a new range of potential sites for housing, acceptable and deliverable to the housing market, that widen the choice and availability of housing land, is key to increasing housing delivery in the short to medium term and to meeting the Council's longer term growth aspirations.

## 7 Housing

- 7.34** The North Tyneside Strategic Housing Land Availability Assessment (SHLAA) establishes that a wide range of smaller potential housing sites exist across the Borough. These opportunities are likely to involve the reuse of land, the revitalisation of older industrial areas in sustainable locations and the regeneration of sites, particularly in and around the town centres.
- 7.35** Policy DM/7.4 looks to ensure that such proposals are appropriately located, sustainable and attractive and do not harm the amenity of neighbouring properties or land-uses. This also reflects the principles of national planning policy in ensuring that new housing development is:
- informed by the latest evidence of housing need;
  - takes full account of its surroundings;
  - is demonstrated to be sustainable in terms of access, design and construction; and,
  - creates a pleasant, safe and healthy environment.

### Type of Housing: Housing Provision for a Diverse Borough

- 7.36** Of the 94,000 homes in North Tyneside about 73,000 (77%) are privately owned, of which, 9,000 are privately rented. The remaining 21,000, (22%), are mainly social rented homes managed by North Tyneside Council or other Registered Providers. Whilst it is anticipated that most new housing provision over the Local Plan period will be developed by private house builders for owner occupation, an appropriate mix of new homes is essential if the Borough's full housing needs are to be addressed.

### Affordable Housing

- 7.37** For many residents in North Tyneside, home ownership is not possible due to the cost of housing compared to earnings, the limited availability of mortgages, and, for first time buyers, the level of deposit required to secure a mortgage. To ensure that sufficient quality accommodation is available, to meet the current and future needs of those people who cannot afford market housing, a supply of good quality affordable housing is required.
- 7.38** Affordable housing, in most cases, requires a degree of subsidy from the development of private market housing, for example, through agreements with private developers known as Section 106 agreements. The Homes and Communities Agency (HCA) also provides some funding for affordable housing delivered by Registered Providers. Affordable housing includes:
- Social Rented - owned and managed by a Local Authority (LA) or a Registered Provider (RP) for which target rents are determined through the national rent regime or other providers where there are equivalent rental arrangements agreed with the LA or the HCA;
  - Affordable Rented - homes let by an RP to householders eligible for social rented housing at a rent level no more than 80% of the local market rent.
  - Intermediate - houses at prices or rents above social rent levels but below market price or rents and which meet the needs of eligible households, including availability at a cost low enough for them to afford with regard to local incomes and local house prices;
- 7.39** Affordable housing meets a range of needs, for example helping to re-house homeless people, providing homes for those with special needs e.g. wheelchair users and, sheltered and extra care housing for the elderly.

# 7 Housing

## DM/7.5 Affordable Housing

To meet a Borough-wide target for at least 25% of all new homes to be affordable, new housing developments of 15 or more dwellings, or on sites of 0.5 ha or more, must include the maximum proportion of affordable housing taking into consideration specific site circumstances and economic viability.

In all but the most exceptional cases the Council will require affordable housing provision to be made on-site and remain affordable in perpetuity. Where alternative off-site affordable housing provision or a Commuted Sum is proposed it must be demonstrated that:

- a. All options for securing on-site provision of affordable housing have been explored and exhausted; and,
- b. Where off-site affordable housing is to be provided the volume of affordable housing to be provided would be equivalent to, or greater than, the volume that would be viable if the provision was made on-site; or,
- c. Where a Commuted Sum is to be provided it will be equivalent to, or greater than, the volume that would be viable if the provision was made on-site.

- 7.40** 'Our North Tyneside' (2014 to 2018) identifies affordable housing as important in meeting the Council's commitment to providing for the needs and aspirations of the whole community. National planning policy requires the Council to set a Borough-wide target for the proportion of affordable housing to be sought over the plan period. The affordable housing requirement is informed by the need identified in the North Tyneside Strategic Housing Market Assessment (SHMA) and an assessment of long term viability. Revised data, including an update on the requirement for affordable homes, will be available when the new SHMA is published in late 2013.
- 7.41** The 2011 SHMA Key Elements Update indicates that there is an annual need for 479 new affordable homes over the next 10 years (to 2021). Whilst this includes addressing current backlog of housing needs, if it is assumed this level of need extends over the whole plan period to 2029/30, around 9,000 affordable homes could be needed in total.
- 7.42** Most affordable housing would be delivered through contributions from developers of new market housing. In order to secure the volume of affordable housing necessary a considerable proportion of total delivery to 2029/30 would need to be affordable. This would lead to significant market implications and challenges in both delivering and maintaining a viable overall supply of new housing. Imposing such a requirement could undermine wider objectives for housing growth and, in turn, exacerbate overall affordability issues, ultimately harming affordable housing delivery.
- 7.43** In setting a target for affordable housing provision it must be recognised that viability and the level of need itself changes over time. The North Tyneside Affordable Housing Viability Assessment (AHVA), updated in 2010, demonstrates that as delivery of housing market fluctuates the proportion of affordable housing that could be delivered similarly rises and falls.



## 7 Housing

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- 7.44** In 2010 the AHVA identified the broad level of viability (i.e. the proportion of units on site that could be affordable) was 20%, up from 15% at the nadir of the housing market in 2009. The AHVA also explored the level of viability at the previous housing market peak in 2007, at which point, viability for most sites assessed stood at 30%.
- 7.45** In the context of current and past viability there is a clear range of 20% to 30% viability for the delivery of affordable housing. Excluding the exceptionally poor housing market conditions of 2009, a Borough-wide target of 25% is considered appropriate. This Borough-wide target is set at a point that is considered viable over the longer term and enables market housing development to continue to come forward at an appropriate level, whilst also making a meaningful contribution to the identified need for affordable housing.
- 7.46** **Emerging Evidence**
- 7.47** Viability Assessment 2013 – Initial Report, outlines viability of site typologies within North Tyneside and informs borough wide affordable housing requirement and viability of target for 25%.
- 7.48** Strategic Housing Market Assessment 2013 (SHMA) - work is underway to update North Tyneside SHMA with a householder survey undertaken in September. The updated SHMA will help to reaffirm current understandings of housing requirements and ensure the evidence supporting the emerging Local Plan remains up to date.

### Delivering New Council Homes

- 7.49** North Tyneside Council and North Tyneside Homes are working towards plans to support the delivery of 2,500 to 3,000 new Council houses over the next 15 years. This project is in the early stages but could play an important part in the delivery a large proportion of the Borough's affordable housing requirement through a variety of different measures such as implementing its own building programme and the acquisition of homes built by the private sector. Delivery of affordable housing from a range of other means through Registered Providers and as part of a mixed housing offer will remain important.

#### S/7.6 Delivering New Council Homes

Proposals for the delivery of new Council owned homes, that would make a contribution towards North Tyneside's overall assessed needs for affordable housing will be supported.

- 7.50** As previously stated, current evidence indicates that North Tyneside has a significant level of affordable need, which would exceed what is viable for private developers and Registered Providers to meet alone at Policy DM/7.5. As a direct provider of affordable housing, the Council is therefore committed to play a key role in meeting these requirements.

### Housing Size and Mix

- 7.51** The delivery of new homes makes a major contribution towards ensuring the needs of an increasingly diverse and growing population are met and is the primary means of changing the overall housing mix.



## 7 Housing

### DM/7.7 Range of Housing Size

To ensure housing delivery provides for the needs of all household types, proposals for new housing development of 15 or more homes, or on sites of 0.5 ha or more, must, allowing for the latest evidence of housing needs, specific circumstances and the market viability of each site, have regard to the following:

- a. For market housing:
  - i. 10% one bedroom homes;
  - ii. 30% two bedroom homes;
  - iii. 20% three bedroom homes;
  - iv. 40% four plus bedroom homes.
- b. For intermediate affordable housing:
  - i. 20% one bedroom homes;
  - ii. 80% two bedroom homes.
- c. For social rented affordable housing:
  - i. 60% one and two bedroom homes;
  - ii. 40% three and four plus bedroom homes.

**7.52** The Strategic Housing Market Assessment provides a breakdown of likely housing need by size and type. The 2009 SHMA provides an analysis of the existing stock balance within North Tyneside, the size of households generated and other data, such as existing households on waiting lists for affordable housing. This was updated in the 2011 to provide targets for an appropriate mix of household size to support the needs of the Borough's residents and promote mixed sustainable communities. This information will be updated by the new SHMA to be published in late 2013.

**7.53** The SHMA concludes that whilst two-thirds of the Borough's existing private market housing stock is of three bedrooms or more there remains a significant shortfall in the supply of larger housing in relation to demand. The SHMA recommends a particular bias towards the building of larger housing to address this shortfall and meet the projected increases in the number of family households in the Borough. This focus also reflects wider targets for housing delivery and the objectives for growth and economic prosperity.

**7.54** Within the affordable housing sector, the requirements are more specific to the emerging households of the Borough. They also reflect current under-occupation of some social rented housing. Over the plan period welfare reform and changes in tenant management will have an important influence on the need for smaller social rented homes. In particular, changes to welfare will mean households will only receive benefits according to the number of bedrooms they require. As such, those households who under-occupy social housing will face increased costs if they wish to remain in their home. These changes are expected to increase the need for smaller social rented homes.

## 7 Housing 7

### Self Build

- 7.55** Self-build housing schemes can be an effective way to increase the mix of housing types and tenures. Such schemes have the potential to increase the delivery of innovative and highly sustainable development in an affordable manner and can contribute positively to the local economy with both material and labour drawn from the local area.

#### DM/7.8 Self Build

Applications for self-build housing will be supported in appropriate locations. Such schemes should:

- a. Demonstrate high quality design, employing innovative approaches throughout.
- b. Provide for suitable linkages to infrastructure and facilities.
- c. Include a design framework to inform the detailed design of the individual units, where more than one self-build unit is proposed in a single site location.

For housing proposals over 200 homes the Council would encourage applicants to consider (where economically viable) opportunities to set aside at least 10% of the sites net developable area for self build housing.

- 7.56** This policy is intended as a mechanism for supporting self-build, including community self build, development in appropriate locations. The policy seeks to ensure that a genuinely innovative and high quality design is achieved.
- 7.57** On sites where more than one dwelling is proposed, a design framework should be agreed with the Council prior to the submission of individual applications. This is to ensure that the cumulative impact on the variety of design and construction materials does not harm the character and appearance of the area. A design framework should facilitate a cohesively 'designed' development without stifling innovation and individuality.

### Executive Housing

- 7.58** The need for a greater range of housing is important in both North Tyneside, and across the North East in general, in order to drive economic growth by attracting and retaining executives, entrepreneurs and higher skilled workers.

## 7 Housing

### DM/7.9 Large Executive Housing

The provision of large, higher value, executive housing, that would make a particular contribution to widening the overall housing offer in North Tyneside, will be encouraged in suitable locations where to do so would not compromise the Council's overriding objective to secure the delivery of affordable housing:

For the purpose of this policy, large executive housing is defined as:

- a. detached properties;
- b. at densities of no more than 15 dwellings per hectare;
- c. of four or more bedrooms.

These homes will be either:

- d. valued at Council Tax Band G and above; or,
- e. valued, at first sale, in the upper 10% of current house prices within Tyne and Wear.

- 7.59** Studies, including those by the Northern Way and Nathaniel Lichfield and Partners, have looked at the role the housing market plays in the prosperity gap between the North East and other English regions. They indicate that the low proportion of high value, highly desirable properties across much of the North East impacts upon perceptions of the region as a place to choose to live, invest and set up business. This then impacts upon economic growth and overall prosperity.
- 7.60** Data from the North Tyneside Housing Needs Survey of 2009, carried out as part of the SHMA, indicates that 19.6% of existing households planning to move home in the next three years, required detached accommodation, with nearly 50% wanting four or more bedrooms. Currently only 10% Borough's housing stock is detached homes. The North East region as a whole has 14% detached homes compared to 23% nationally.
- 7.61** Meanwhile homes in North Tyneside are weighted towards mid-range Council Tax bands when compared to the North East as a whole with higher Tax Bands, typically classed as G and H, underrepresented. In North Tyneside there are just 38 properties in Band H, 0.04% of the total housing stock compared to 0.11% for the North East as a whole; and 334 properties in Band G, 0.36% of the total housing stock, compared to 1% across the North East.
- 7.62** Policy H7 consequently takes a proactive stance in ensuring land is made available where lower density, high value and highly attractive housing is encouraged and can be brought forward.

## Housing in Multiple Occupation

- 7.63** Welfare reform changes mean that people under 35 years of age do not get the Local Housing Allowance rate applicable for a one-bedroom private rented home and, instead, receive a lower amount of allowance (known as the shared accommodation rate). However if they share a home they will be given the appropriate rate. This measure, together with the overall increased need for affordable housing, is resulting in single people accessing shared accommodation options. This is reflected in the subdivision of large family homes into smaller units and the increase in Houses in Multiple Occupation (HMO).
- 7.64** Whilst such housing helps to meet housing need and makes an important contribution towards a diverse and sustainable mixed community, the quality is often poor, both internally and externally, and can have a negative impact upon the overall character of a community.
- 7.65** It is possible for single dwelling units to be converted into an HMO of between 3 and 6 household units without planning permission. This means, typically, the change from a relatively large house to a HMO would not require planning permission; however other aspects of the development may still require permission. Planning permission remains a requirement for Large Houses in Multiple Occupation over 6 household units.
- 7.66** Just as planning permission is required to develop a hotel or residential institution, the Council could introduce an Article 4 Direction to remove permitted development rights for the conversion of a family house (Use Class C3) into a House of Multiple Occupation (HMO) (Use Class C4). Applicants would then have to gain planning permission for the conversion of a house into a house of multiple occupants.
- 7.67** As an example, removal of permitted development rights could be used in communities such as Whitley Bay to help retain residential properties for occupants who are less likely to be transient, helping to improve social cohesion and sustainability. It is important to note that requiring an application to be submitted does not mean that all will be refused. It does however allow the Council to assess each case against policy and, to assess the benefits and any harm, before making a decision. It also allows local residents to be informed as to what is proposed in their area.

## 7 Housing

### DM/7.10 Houses in Multiple Occupation

The Council will make full use of its powers, including removal of permitted development rights through Article 4 Directions where appropriate, to ensure that particular concentrations of small scale houses in multiple occupation, between three and six household units, do not harm the character and amenity of neighbourhoods and communities in North Tyneside.

The conversion of change of use of a property to a small or large Housing in Multiple Occupation, where planning permission is required for such development, will be permitted where:

- a. They would provide good quality accommodation that would support the creation of a diverse mixed community;
- b. They would maintain the amenity of adjacent and nearby dwellings; and,
- c. The cumulative impact of the proposal, taking into account other such houses in the street or immediate locality, would not lead to Houses in Multiple Occupation becoming the dominant dwelling type.
- d. Adequate provision for parking, servicing, refuse and recycling and the management and maintenance of the property can be demonstrated through the submission of a management plan

- 7.68** HMOs can be defined as a building or part of a building that includes one or more units of living accommodation, or a self-contained flat, occupied by persons who do not form a single household but where there is some sharing of the basic amenities such as washing facilities, toilets and kitchens.
- 7.69** Typically in the private rented tenure, HMOs offer a short term form of accommodation that add significant flexibility to the housing market and play a vital role in ensuring some form of housing can be made available to all. However, it is also recognised that HMOs can suffer from poor landlord management and sometimes are occupied by residents with no vested interest or personal connection with the local area. This can begin to harm the character of local communities where over concentrations of such housing occur.
- 7.70** Within North Tyneside certain areas are recognised as more likely to see clusters and over-concentration of HMOs, including the Coast, particularly Tynemouth and Whitley Bay, and the town centres. These areas often have high volumes of large, and typically older, housing that can be readily subdivided to provide multiple household units.
- 7.71** Policy DM/7.10 consequently looks to provide a set of criteria that ensure proposals for HMOs provide good quality, affordable accommodation. It also safeguards the character and amenity of communities that may have particularly high concentrations of this house type.

### Specialist, Extra Care & Supported Housing

- 7.72** There is increasing demand for specialist housing which will help to support those people in the community with very specific needs and requirements to live in their own home or enjoy a high degree of independent living. This requirement is not confined to one group but encompasses a wide range of extra care and specialist housing needs such as those of the elderly, with learning difficulties, physically disabled and other vulnerable groups. That will help to people to continue to

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enjoy independent living. In particular there is growing need arising from an increasingly ageing population, who often wish to remain in their own homes for as long as possible. However, it is not limited to the elderly and there are many differing types of specialist housing to help deliver supported living over the plan period.

### DM/7.11 Extra Care / Specialist Housing

The Council will support proposals for extra care and specialist housing where the development:

- a. is integrated into the local residential community;
- b. is located where local traffic and connectivity are not detrimental to the local community; and,
- c. is considered acceptable against other policies in this Local Plan.

Accommodation should seek to deliver and promote independent living and will include extensions and adaptations to existing homes as well as new build properties

- 7.73** North Tyneside has an ageing population and this needs to be taken into account when planning for new housing. For example, level-access homes and homes that provide on-site support can promote independent living to meet a range of needs, not just for the elderly but other client groups. The policy plans for appropriate housing that can deliver a range of support services so people can continue to live independently for as long as possible.

### Residential Institutions in Whitley Bay

- 7.74** Changes in tourism trends have seen a reduction in the numbers of people staying in visitor accommodation in Whitley Bay resulting in some visitor accommodation being converted into residential institutions. A residential institution in planning terms covers uses such as nursing homes but also supported lodgings where people may have been moved from one local authority area to another but still requiring an element of support.

### AS/7.12 Residential Institutions

Development of residential institutions will be acceptable within Whitley Bay provided they meet the following criteria:

- a. There should be no detrimental impact to the character and amenity of the surrounding residential area and neighbouring properties; and
- b. That the proposal does not add to an existing 'cluster' or concentration of residential institutions that would result in adverse impact to the character and amenity of the surrounding residential area and neighbouring properties
- c. Adequate provision for parking, servicing, refuse and recycling and the management and maintenance of the property can be demonstrated through the submission of a management plan ;
- d. The proposals are in accordance with Policy AS/4.7.

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**7.75** Consultation responses have shown that it is important to consider ways of how to reduce the cumulative impact that residential institutions can have on a town centre. The aim is to reduce the concentration of these developments and support Whitley Bay to become a sustainable community with residents who are less likely to be transient and help improve social cohesion in the Town Centre.

### Existing Housing Condition

**7.76** Much attention is focused on new housing but, for the foreseeable future, most people will live in existing homes. Whilst between 10,500 and 12,000 net additions to the housing stock are planned over the Local Plan period more than 91% of the expected housing stock in 2029/30 had already been built by 2010/11. Ensuring this existing housing stock is decent, sustainable and healthy will have the greatest impact on the provision of a range and choice of quality housing for residents in North Tyneside.

### Protecting the Quality of Existing Housing Stock

#### S/7.13 Protecting the Quality of Existing Housing Stock

The Council will work to ensure the Borough's existing houses and residential areas remain healthy, safe, attractive and sustainable places in which to live and will support and deliver schemes that:

- a. Improve the condition of existing homes, in particular enhancing energy efficiency.
- b. Address issues of poor management and under-investment that may arise in the private sector, including the use of selective demolition where appropriate.
- c. Bring long term empty homes back in to use.
- d. Through wider regeneration schemes and improvements:
  - i. bring public realm improvements that enhance the attractiveness of existing residential areas;
  - ii. enhance the provision and responsiveness of service providers to the needs of the local area;
  - iii. address issues of crime and anti-social behaviour.

### Housing Condition

**7.77** Significant investment in the social housing sector, by North Tyneside Council and Registered Providers, has helped to meet challenging Government targets focused on improving the condition of existing stock as part of the Decent Homes Standard. However, significant issues remain within the private housing sector.

**7.78** The private housing stock, both owner-occupied and private rented provides 77% of all homes in North Tyneside. Ensuring private housing is in a decent condition is vital to ensuring the population of the Borough has access to attractive, high-quality housing and preventing the decline of neighbourhoods. A study commissioned by North Tyneside Council in 2009, 'Building Research Establishment (BRE) Private Sector Stock Modelling', estimated that one third of private sector housing is non-decent. These tend to be older properties, commonly 'Tyneside flats' in town centre locations that can be hard to heat and costly to insulate, with nearly one third built before 1919



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- 7.79** The BRE study estimates 20% of all homes in the private sector have a hazard identified through the Housing, Health and Safety Rating System that is likely to be a risk to occupants. One of the primary reasons for homes being estimated as non decent is poor thermal efficiency, posing additional implications for the impact of the housing stock on climate change. In 2008 the housing sector in North Tyneside overtook industry as the highest emitter of CO<sub>2</sub> emissions.
- 7.80** The North Tyneside Climate Change Strategy sets out the Council's priorities and strategy for addressing climate change and the Council has been active in looking to reduce the energy requirement of its own housing stock, and assist with tenants energy bills, with a project undertaken to install solar panels in over 3,000 Council homes.

### Private rented management and maintenance

- 7.81** Whilst it is difficult to quantify the effect that the purchase of homes for rent has on the housing market, the private rented sector has an important role in filling the gap in the supply of affordable housing. However, in areas of deprivation where evidence indicates that areas of poorly managed private rented housing have clustered, the private rented sector can present a challenge. Issues of poor maintenance and high turnover of tenants can create a sense of neglect that, in turn, harms the wider attractiveness of residential communities, with subsequent impacts upon perceptions of crime and anti-social behaviour.
- 7.82** The Council already works with over 500 landlords through a Private Landlord Steering Group and a Landlord Forum. Efforts to extend this initiative and take proactive approaches to information sharing and landlord training will continue. The aims of Policy DM/7.10: 'Houses in Multiple Occupation' also indicates the Council's approach to safeguarding the quality and amenity of private rented, shared housing.

### Empty Homes

- 7.83** At April 2010 approximately 3.3% of the total housing stock was classed as vacant. This is slightly worse than the average for England but better than that for the North East. A certain proportion of empty homes, typically estimated as up to 3% of total housing stock, is usually accepted as necessary turnover for the proper function of the housing market as people move house or as the needs of their household change.
- 7.84** However, at September 2011, 993 homes were classed as long term vacant (i.e. being empty for more than six months). Such empty properties can fall into a poor state of repair, and attract crime, vandalism and other forms of anti-social behaviour and can lead to neighbourhood decline. The Borough has no major concentrations of empty homes but the Council is committed to a consistent and pro-active approach to tackling and addressing long term empty properties.

### Neighbourhood management and regeneration programmes

- 7.85** Within the urban area individual houses and their occupants cannot be separated from the wider area and context. The condition of houses, the quality and maintenance of surrounding streets and open spaces, provision of local services and facilities and perceptions of crime and anti-social behaviour all have a role in the overall enjoyment of a particular home, street and town as a place to live.

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- 7.86** Whilst aspects of this policy seek to address all of these issues, area based approaches targeting locations where a range of difficulties are known to exist are also a priority for the Council. Policies for the three town centres of Wallsend, North Shields and Whitley Bay would, for example, combine management approaches with more fundamental change and investment.
- 7.87** For example in Wallsend town centre, whilst most streets are attractive and pleasant areas, terraces particularly to the south of High Street East feature a high concentration of poorly managed private rented property, in poor condition, with a generally poorly maintained and uninviting public realm.
- 7.88** East Howdon has the potential to benefit from a strong sense of community but is currently undermined by its relative isolation, limited services, high proportion of poorly managed private rented properties, and high concentration of housing in a poor condition.

### Provision for Gypsies, Travellers and Travelling Showpeople

- 7.89** Planning for the accommodation needs of Gypsies, Travellers and Travelling Showpeople is an integral element in meeting the housing needs of all residents of North Tyneside. However, the nature of this accommodation varies from a standard housing development and thus a separate policy is set out here that can highlight some of the points to consider for a travelling community site proposal.
- 7.90** For the purposes of this planning policy, 'travelling community' means 'Gypsies and Travellers' and 'Travelling Showpeople' as defined in 'Planning Policy for Traveller Sites' (March 2012).
- 7.91** There are currently no authorised sites within North Tyneside for use by the travelling community.

#### DM/7.14 Provision for Gypsies, Travellers and Travelling Showpeople

Proposals for travelling community sites, or the expansion of existing sites, will be permitted where all of the following criteria can be met:

- a. The necessary infrastructure services could be made available;
- b. The proposed site is accessible to education, health and other community facilities;
- c. The proposal is adequately justified through robust evidence of need for additional Gypsy and Traveller pitches.

- 7.92** Current evidence, in the Tyne and Wear Gypsy and Travel Accommodation Assessment (GTAA), 2009, indicates that there is no need for a site for the travelling community in the Borough. National guidance in "Planning Policy for Traveller Sites" (March 2012) sets out that, where there is no identified need, LPAs should adopt criteria based policies to provide a basis for planning decisions.
- 7.93** The above policy sets out a criteria-based approach to ensure that any proposals for travelling community sites are assessed on the basis of recent evidence and are appropriately located to meet the needs of potential residents of the site, respects the interests of the settled community and sustains the local environment.

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- 7.94** Settlement of a new community may require associated infrastructure including schools, utilities and an access network. Proposals will not be permitted unless the existing infrastructure can accommodate the needs, or the proposed site intends to deliver them as part of its development.
- 7.95** The nomadic nature of the travelling community means that this is a cross boundary issue. The Council has been working with other LPAs in the North East in gathering evidence, and will continue to do so in finding appropriate accommodation for the travelling community.
- 7.96** The criteria-based approach also reflects the findings of the 2010 'Core Strategy Preferred Options' consultation, where the majority of respondents (90%) voted against a specified 'area of search' for any proposed travelling community site.
- **Emerging Evidence**
- 7.97** Gypsy and Traveller Accommodation Needs Assessment, Update 2013 - The Council has now started the process of commissioning an updated accommodation needs assessment for the travelling community, it is hoped that this will be completed by late 2013. This will indicate whether there is a requirement for a site in the Borough.

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#### Green Infrastructure

##### Green Infrastructure

- 8.1** Green Infrastructure is a strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features. Green infrastructure includes, for example, wildlife sites, parks and formal gardens, woodland and trees, allotments, outdoor sports provision, cemeteries, green roofs, footpaths, cycle and bridleways, wetlands, ponds, lakes, rivers and streams.

#### S/ 8.1 Strategic Green Infrastructure

The Council will seek the protection, enhancement, extension and creation of green infrastructure. Where deficiencies in the quality of green infrastructure and in particular types of green infrastructure are identified in relevant up-to-date evidence, improvements will be targeted to those areas accordingly.

- 8.2** Green infrastructure is essential in meeting the environmental, social and economic needs of the Borough. As a joined-up resource, green infrastructure adds value to individual areas but also to the Borough as a whole by providing benefits for education, health and wellbeing, sustainable transport routes, play, exercise and relaxation, wildlife habitats, flood management areas, local food production and adaptation or mitigation for climate change.
- 8.3** This policy is consistent with the guidance set out in the NPPF that advises that LPAs should set out a positive, strategic approach with regards to the management of green infrastructure networks.

#### Protection of Green Infrastructure

- 8.4** Whilst the significance of green infrastructure is recognised, so too is the requirement for building growth in the Borough to address a rising population and economic opportunities. An appropriate balance is required that can bring about the most sustainable way forward.

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### DM/8.2 Protection of Green Infrastructure

The loss of any part of the green infrastructure network will only be considered in exceptional circumstances for the provision of essential infrastructure or where it has been demonstrated that the site no longer has any value to the community in terms of access and usage, is not a designated wildlife site, is not required to perform an alternative green infrastructure function, and is not required to meet a shortfall in the provision of that green space type or another green space type.

Where development proposals could adversely affect green infrastructure, permission will only be granted if alternative provision, equivalent to or better than in terms of its quantity and quality, can be provided in equally accessible locations, that maintain green infrastructure connections; or the proposed development would be ancillary to use of the green infrastructure and the benefits to green infrastructure would outweigh any loss of open area.

Proposals for new green infrastructure, or improvements to existing, should improve accessibility and multi-functionality of the green infrastructure network.

- 8.5** The development management process is a major way in which green infrastructure can be lost or created. New developments, especially those of a larger scale, have the ability to create integrated good quality, new green networks or to damage those that currently exist. It is therefore important to have this policy that will appropriately manage green infrastructure alongside development to ensure that the Borough sustains and enhances its network in terms of quality, quantity and linkages.
- 8.6** The NPPF advocates an approach where green infrastructure is protected alongside promoting sustainable development. It is considered that the above policy correctly balances the need to protect green infrastructure whilst supporting appropriate growth.

### Green Space

- 8.7** Green infrastructure is recognised as all elements of green and open space. However, not all green infrastructure is readily accessible and usable by communities. In terms of accessible green space, the Council considers the following green infrastructure typologies appropriate : parks; semi-natural green spaces; general open space; and children's equipped play areas. The latter is also sub-divided according to its size and the number of pieces of equipment (such as swings and roundabouts) that are present. These are :
- i. Local equipped areas for play with five play pieces (LEAP1),
  - ii. Local equipped areas for play with six play pieces (LEAP2),
  - iii. Local equipped areas for play with seven play pieces(LEAP3),
  - iv. Neighbourhood equipped areas for play with eight play pieces (NEAP1),
  - v. Neighbourhood equipped areas for play with nine play pieces (NEAP2),
  - vi. Neighbourhood equipped areas for play with ten play pieces (NEAP3),
  - vii. Strategic equipped areas for play with eleven or more play pieces (SEAP).
- 8.8** The Council's 2008 Green Space Strategy identified provision of these green spaces throughout the Borough. It also surveyed all accessible green spaces to ascertain their quality and value ratings.

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### DM/8.3 Green Space Provision and Standards

Within North Tyneside, green space will be protected and enhanced to be of the highest quality and to achieve the following overall standards of provision:

- a. All households should be within the following distance thresholds of each type of play provision:
  - i. 240m straight line distance of a LEAP1
  - ii. 360m straight line distance of a LEAP2
  - iii. 480m straight line distance of a LEAP3
  - iv. 600m straight line distance of a NEAP1
  - v. 750m straight line distance of a NEAP2
  - vi. 900m straight line distance of a NEAP3
  - vii. +1,000m straight line distance of a SEAP
- b. All households should be within 900m straight line distance of a Neighbourhood park.
- c. All households should be within 2,200m straight line distance of a Borough park.
- d. All households should be within 300m straight line distance of a local semi-natural green space.
- e. All households should be within 2,000m straight line distance of a strategic semi-natural green space.
- f. All properties should be within 300m straight line distance of at least 0.1 ha of accessible, free and usable green space.

If provision standards cannot be adhered to, appropriate mitigation will be sought.

- 8.9** Accessible, usable and free green space that can be used for sport, recreation and amenity are key elements of the green infrastructure, and appropriate provision of such assets makes a fundamental contribution to the health and wellbeing of communities. Areas of open space that are valued by residents provide an important community function, and can make a significant contribution to the aesthetic quality of an area. Providing a sufficient quantity and quality of these kinds of green space is vital in ensuring the needs of local people are met.
- 8.10** The NPPF recognises the role green spaces play in promoting healthy communities and encourages their provision and presumes against their loss. Setting provision standards, as above, ensures that decisions made regarding any loss or new provision are made correctly.
- 8.11** The Council's 2008 Green Space Strategy revealed that the extent of green space varies greatly across the Borough, with both positive results and deficiencies in provision and quality. Borough-wide, it showed that:
- Whilst most areas had a good proportion of high quality green space, the quality of some green spaces reached as low as 10% in some areas.
  - Just over 60% of households currently live within a suitable walking distance of an equipped children's play space;
  - Just over 54% of households live within the suitable catchment zone of a Neighbourhood park;
  - 78% of households are within the catchment zone of a Borough park; and



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- Only 20% of households are within the catchment zone of a local semi-natural green space.
- 100% of households are within the catchment zone of a strategic semi-natural green space.

**8.12** It is important that the existing good standards are sustained and those that are poor are improved. This policy will help to guide this.

- Emerging Evidence: an updated Green Space Strategy will be available in Winter 2013.

### Biodiversity and Geodiversity

**8.13** An important component of North Tyneside's green infrastructure network is its biodiversity and geodiversity assets.

**8.14** The Borough hosts a variety of different habitats and species. Some of these biodiversity interests are found on sites designated for their international, national, regional and local importance, and accorded a level of protection appropriate to their place within this hierarchy.

**8.15** The most important sites are internationally designated sites; the Northumbria Coast Ramsar and the Northumbria Coast Special Protection Area (the former being wetlands recognised to be of international nature conservation importance and the latter, sites of European nature conservation significance for wild birds) that run from the Scottish Borders to the Durham Coast, including sections of the North Tyneside coastline. These internationally important sites have statutory protection and proposed development is subject to specific legal procedures. <sup>(1)</sup>

**8.16** At the national level, two Sites of Special Scientific Interest (SSSI) are designated along the coast; Northumberland Shore, for its winter bird population and Tynemouth to Seaton Sluice designated for both its bird population and as a geological SSSI for its exposure of coal measures rocks. At Gosforth Park, within Newcastle City, but adjoining the borough boundary, is a further SSSI, of importance for its flora and fauna.

**8.17** Throughout the Borough, there are also seven statutory designated Local Nature Reserves together with 22 non-statutory designated Local Wildlife Sites (previously Sites of Nature Conservation Importance). Key sites include Weetslade Colliery, Fenwick Pit Heap, Hollywell Dene and the Rising Sun Country Park.

**8.18** There are a number of habitats and features, not in designated sites, that make a contribution to local biodiversity. Examples may include river banks, ponds, wetlands, woodlands, hedgerows, waggonways and common land. These may be of importance to local people and wildlife, or form corridors or wildlife links between designated sites. The Council also has 30 Sites of Local Interest (previously Sites of Local Conservation Interest). Although not formally designated, these local sites have the potential to be upgraded and designated with some investment and management.

<sup>1</sup> Ramsar sites in England are protected as European sites (as set out in The Conservation of Habitats and Species Regulations 2010 (SI No. 2010/490) which superseded The Conservation (Natural Habitats, &c.) Regulations 1994 (as amended)). Special Protection Areas (SPAs) are strictly protected sites classified in accordance with Article 4 of the EC Birds Directive.

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### S/8.4 Biodiversity and Geodiversity

The Borough's biodiversity and geodiversity resources will be protected and enhanced having regard to their relative significance. Priority will be given to;

- a. the protection of both statutory and non-statutory designated sites within the Borough, as shown on the policies map;
- b. achieving the objectives and targets set out in the National and Local Biodiversity Action Plan;
- c. conserving and enhancing a Borough-wide network of local sites and wildlife corridors, as shown on the policies map; and
- d. protecting and enhancing wildlife links.

### DM/8.5 Managing Impacts upon Biodiversity and Geodiversity

All development proposals should:

- a. protect the biodiversity and geodiversity value of land, species and buildings and minimise fragmentation of habitats; and
- b. maximise opportunities for restoration, enhancement and connection of natural habitats; and
- c. incorporate beneficial biodiversity and geodiversity conservation features, where appropriate.

Proposals for development that are not significantly detrimental to internationally or nationally designated sites but may have direct or indirect adverse effects upon such sites and any effects upon local designated sites, protected species, or priority species and habitats (as identified in the BAP) would be permitted where:

- d. The benefits of the development clearly outweigh any direct or indirect adverse impacts on the features of the site and the wider wildlife links.
- e. Appropriate mitigation measures, reinstatement of features, and/or compensatory work would enhance or recreate habitats on or off site form part of the proposals.
- f. Applications are accompanied by the appropriate surveys where there is reason to suspect the presence of protected and priority species or habitats planning to assess their presence and, if present, the proposal must be sensitive to, and make provision for, their needs, in accordance with the relevant protecting legislation.

**8.19** The Council has a statutory obligation to conserve and enhance biodiversity and geodiversity; in particular through the 2010 Conservation of Habitats and Species Regulations and the 2006 Natural Environment and Rural Communities Act.

**8.20** The above policy is consistent with the guidance set out in the NPPF that advises LPAs to minimise impacts on biodiversity and geodiversity.

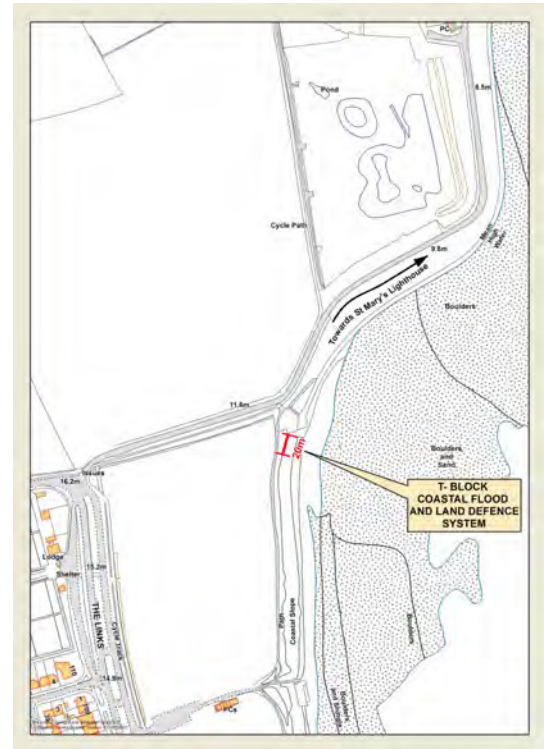
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- 8.21** It is important not to treat biodiversity and geodiversity in isolation; both are a key component of green infrastructure and have an important role to play in developing locally distinctive and sustainable communities and their conservation has a role to play in mitigating the effects of climate change.
- 8.22** Wildlife corridors allow the movement of wildlife between areas of habitat, linking sites and reducing the risk of isolated populations becoming unstable and dying out. Wildlife corridors help to combat the impacts of climate change. Whilst mobile species may keep pace with the effects of a changing climate, other plant and animal species could find it more difficult. Therefore, it is important that the network of wildlife sites and links between them is maintained and enhanced. Whilst some of these broad wildlife links are designated on the Policies Map as Wildlife Corridor it is also important to consider the impact on local wildlife links around sites.
- 8.23** Protection of designated sites and other features of biodiversity interest is also important to the community for their education and recreation benefits. The 2008 Green Space Strategy identifies that only 20.5% of households are within the suitable catchment area of a local semi natural green space. The above policy aims to overcome this deficiency.

### Coastal Erosion

#### Coastal Erosion

- 8.24** A requirement of national policy is to identify areas that are likely to be affected by physical coastal change, called Coastal Change Management Area (CCMA). The Northumberland and North Tyneside Shoreline Management Plan 2 (SMP2, 2009), is the primary source of evidence to identify policies for future coastal defence.
- 8.25** The SMP2 recommends the policy for the undefended coastline from Brierdene Burn, Whitley Bay, to the start of the car park at St Mary's Lighthouse as "Managed Realignment", meaning allowing the shoreline to realign, landwards or seawards, sometimes with management to initiate and control change. The boat yard at the north of the Links continues to be operational but only with a small number of craft launching from this facility. Recently the boat yard suffered from coastal erosion and works undertaken in kind by the Council were only temporary repairs. There is no long term plan by the Council to maintain this facility or carry out any future repairs on the site. From the north side of St Mary's headland to the border of Northumberland is recognised as requiring No Active Intervention, meaning a decision not to invest in providing or maintaining defences. These sections of coastline are classified as CCMA and will be allowed to erode. The sea defences around St Marys car park are not designated a CCMA and will be maintained. There will likely be a need for continued local works at beach access points or at the transition zone between defended and undefended sections.



Picture 8.1 Sea Defence's at St Mary's

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- 8.26** Existing areas of sea defence are classified as "Hold The Line", which will mean the continued maintenance of these sea defences but at Browns Point, Tynemouth North Point and Sharpness Point the SMP2 recommends "No Active Intervention" and the plan is to allow natural development of these main headlands.

### AS/8.6 Coastal Erosion

In the Coastal Change Management Area (CCMA) development will only be permitted, where it can be demonstrated that:

- a. it is coastal specific, benefiting the tourism and leisure offer at the coast and;
- b. it is a temporary structure within 30m of a CCMA and not considered to be at future risk of coastal erosion and;
- c. it will not increase coastal erosion as a result of changes in surface water run-off.

Proposals for significant development within 30m of a CCMA will also be required to conduct an erosion vulnerability assessment.

Coastal defences will be maintained around St Mary's headland, as shown on the Inset Map below, and vehicular access will be protected to the headland and island with appropriate sea defence.

A long term aspiration for Tynemouth Longsands beach is to maintain the beach and dunes and developments on the beach or surrounding the dunes will be acceptable if they do not hinder this aspiration and meet the above criteria.

### Coastal Green Links

- 8.27** The coast benefits from good connectivity to the wider transport networks. The C2C, Coast and Castles and Reivers cycle routes, all start/finish at the coast and not only play a role in encouraging healthy lifestyles, but also encourages tourism opportunities. There is scope for improvements to walking and cycling facilities that will enable people to explore more of the coastline and a wider range of attractions.
- 8.28** Almost all the National Cycle Network (route 1) route is designated as a shared use footway-cycleway, which allows adults to cycle on the pavement, and this encourages visitors and families to enjoy North Tyneside's coastline. Previous consultations raised the problems of the shared surface between cyclists and pedestrians. Improved signage and making both pedestrians and cyclists aware of other users would hopefully benefit everyone. The cycle route through Cullercoats could be improved that would encourage more people to get active and create extra space for cyclists and pedestrians.

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### AS/8.7 Coastal Green Links

Support improvements to the cycle network along the coast linking to other cycle routes in the Borough. The Council will support specific improvements to the network around Cullercoats to improve safety and convenience for both pedestrians and cyclists.

### Trees and Woodland

- 8.29** Within the Borough, there are a number of attractive groups of trees, many of which are protected by tree preservation orders and conservation area status providing a backdrop to our heritage assets. Opportunities exist to provide additional planting in order to enhance the character of the rural and urban environment.
- 8.30** However, as many of the Borough's trees are now reaching the end of their natural life, management plans to crop, fell and replant trees need to be put into place to secure future tree coverage.

### DM/8.8 Trees and Woodland

The Council will support strategies and proposals that enhance the overall condition and extent of trees and woodland in the Borough, and:

- a. Protect and manage existing woodland, trees, hedgerows and landscape features.
- b. Where appropriate, secure the implementation of new tree planting and landscaping schemes as a condition of planning permission for new development.
- c. Promote and encourage new woodland, tree and hedgerow planting schemes.

Such measures will be particularly encouraged where they are compatible with areas designated for their built or nature conservation interest and where they do not impact on site integrity.

Planting schemes included with new development must be accompanied by a ten year Management Plan.

- 8.31** Trees, woodland, hedgerows and forests provide a diverse range of benefits; providing timber, sport and recreation activities, enhancing the beauty of the environment, revitalising derelict landscapes, improving the image of an area, enhancing the Borough's biodiversity, improving health and well being, contributing towards renewable energy through the production of biomass, reducing urban temperatures, mitigating the effects of climate change and facilitating better urban drainage.
- 8.32** Effective management through the life of development ensures any planting will mature along with the development and be a fully integrated and designed scheme.

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### Wallsend and Willington Quay Sub Area: Green Infrastructure

**8.33** To the north and east of Wallsend an extensive area of parkland, gardens and open space provides a high quality and attractive open space resource and play a major role in shaping the character and environment of Wallsend.

#### Key Green Spaces in Wallsend and Willington Quay

**8.34** Richardson Dees Park, the Hall Grounds and the Arboretum are three wonderful parks clustered just to the north of Wallsend town centre that collectively are known as "Wallsend Parks". They represent the most formal section of the open space that stretches in a green band across the north and east of Wallsend. Richardson Dees Park, formally part of a colliery in the area, and the Arboretum were donated to the Wallsend Corporation to become a public park in 1897. Richardson Dees Park then opened to the public in 1900 whilst the Arboretum, off Prince Road opened later. Meanwhile the Wallsend Hall and Grounds were transferred to the public in 1916.

**8.35** Wallsend Parks have been subject of a Parks for People Heritage Lottery Fund renovation and regeneration project, which aims to reach its conclusion in October 2013. Improvements to the Parks include:

- Introduction of a dedicated team of staff to manage/maintain the park.
- Improvement in horticultural, waterway and biodiversity quality.
- Re-establishment of historic layouts and features.
- Refurbishment of existing and addition of new facilities, including play area and cafe.

**8.36** Separating Wallsend and Willington Quay is the Wallsend Dene, a green corridor formed by Willington Gut and Wallsend Burn. Heading upstream the Dene stretches north from the River Tyne before heading eastwards to effectively separate the centre of Wallsend from the rest of North Tyneside.

**8.37** As well as the area's potential for recreation and leisure to help encourage healthy lifestyles of residents, it is already an important area for biodiversity in Wallsend that could be enhanced even further. At Willington Gut the tidal mud flats provide habitat for wading birds, identified within the Joint Tyne and Wear Biodiversity Action Plan. The semi-natural grassland further up Wallsend Dene is an additional important habitat in the area.

**8.38** Wallsend Burn itself has been culverted in one form or another for decades adjacent to Ropery Lane, where the Willington Rope Works stretched out along its banks. Demolished in the mid 20th Century, the area has become increasingly rural and tranquil in character.



## 8 The Natural Environment

### AS/8.9 Key Green spaces in Wallsend and Willington Quay

The Council will continue to support the objectives of the Parks for People scheme through its works to and management of Wallsend Parks, ensuring it remains a prime location for recreation.

As shown on the Policies Map, Wallsend Dene will be enhanced with improvements to the area for wildlife and recreation, with particular projects explored including:

- a. Improving the Wallsend Dene watercourse by de-culverting and creation of bankside aquatic habitat for wildlife.
- b. Identifying opportunities for the creation of new wetland habitat and managing existing wetland habitats to improve biodiversity

### Movement and Green Links

- 8.39** Wallsend and Willington Quay benefit from a wealth of open space that surrounds them, and access to a national cycleway in the Route 72 Hadrian's Cycleway. However, much of the built up area feels remote and separate from such extensive areas of undeveloped land. Proposals to continue improvements to areas like Wallsend Dene and Wallsend Parks are important but identifying schemes that bring at least a small taste of this green band that stretches around Wallsend into the town could make a huge difference.
- 8.40** As well as improving the environment of Wallsend and Willington Quay itself, such an approach that makes the town easily and readily navigable for people on foot or bicycle will encourage people to explore more of what the town and local area has to offer. As people discover more this can help to drive forward the regeneration of Wallsend.
- 8.41** There are already many cycle routes marked through the town and for the most part these represent the best means of getting into through and across Wallsend on foot or bike. There is also the potential as proposals for street improvements progress for other routes to be created.

## 8 The Natural Environment

### AS/8.10 Movement and Green Links in Wallsend and Willington Quay

The Council will encourage movement by foot and on bike around Wallsend as an important means of bringing the various elements of the town together to help each deliver on the areas wider regeneration. In particular proposals will focus on improving and enhancing streets where possible with:

- a. The introduction of trees or other appropriate planting,
- b. Identifying where shared surfaces could be introduced to calm traffic,
- c. Tackling conflict between pedestrians, cyclists and public transport at key points such as busy junctions, and
- d. Improving green links along waggonway corridors.

A range of key streets and locations may benefit from such improvements, including:

- d. High Street East and West - as part of proposals set out within the town centre section.
- e. Park Road - already an Advisory Route for cyclists, to create a safe and attractive link between Hadrian's Cycleway, High Street and Richardson Dees Park.
- f. Church Bank, to calm speeding traffic and encourage walking along the most open approach to Wallsend Dene.
- g. Hadrian Cycleway "Route 72" - to ensure opportunities to encourage short diversions from the main route to Segedunum Fort and the town centre are accessible and attractive.
- h. Station Road junctions with High Street and North Road - to improve accessibility for pedestrians across this important north-south link road.
- i. Bewicke Road, Willington Quay - to soften and improve the appearance of an important road taking buses through the centre of the village.

### Flood Risk

- 8.42** Flooding is an issue gaining more importance in planning due to its cross-cutting social, environmental and economic impact. As the effects of climate change are being realised, planning for flood risk is integral to sustainable and safe development.
- 8.43** The Strategic Flood Risk Assessment 2010 (SFRA) for North Tyneside and the Environment Agency's flood zone maps, identify areas of land at risk from all sources of flooding now, and in the future as a result of climate change.

## 8 The Natural Environment

### DM/8.11 Development and Flood Risk

All developments will be required to demonstrate that flood risk does not increase as a result of the development proposed, and that options have been taken to reduce overall flood risk.

All new development should contribute positively to actively reducing flood risk in line with national policy, through avoidance, reduction, management and mitigation.

In addition to the requirements of national policy, development will avoid and manage flood risk by:

- a. Helping to achieve the flood management goals of the North Tyneside Surface Water Management Plan and Northumbria Catchment Flood Management Plans; and
- b. According with the Council's Strategic Flood Risk Assessment, including meeting the requirement for a Flood Risk Assessment for sites over 0.5ha in identified Critical Drainage Areas; and
- c. Ensuring that there is no net increase in surface water run off.

### DM/8.12 Flood Reduction Works

The Council will work with Northumbrian Water Ltd, the Environment Agency and landowners to ensure the risk of flooding in North Tyneside, to existing property and infrastructure, is reduced through a planned programme of work.

Where development of either a major or minor nature is proposed, and where it is deemed to potential impact on future investment and drainage capacity (either individually or cumulatively), applicants will be expected to contribute to off-setting these impacts.

- 8.44** The suitability of any new land for development will be considered in accordance with the sequential approach advocated in national planning policy. This approach has been a key factor in determining the spatial strategy and key development sites.
- 8.45** Certain locations are particularly sensitive to an increase in the rate of surface water runoff and/or volume from new development. There are generally known local flooding problems associated with these areas which have been identified and defined as Critical Drainage Areas (CDAs) in the Council's Surface Water Management Plan. Specific drainage requirements are required in these areas to help reduce local flood risk. The CDAs identified should be refined over time as more detailed information on flood risk and local flood management assets, including detailed sewer records, becomes available.
- 8.46** Whilst increases in flood risk are normally associated with major development proposals, minor developments can cumulatively increase the risks of flooding if left unchecked (whether planning permission is required or not). The Council will therefore encourage small scale proposals to incorporate appropriate sustainable drainage alternatives (in accordance with Policy DM/10.10) to offset or minimise the risks of flooding.

## 8 The Natural Environment

### Minerals

- 8.47** North Tyneside has a strong history of mineral extraction, notably the coal industry, and much of its contemporary character reflects this through for example, reclamation sites such as the Rising Sun, the Waggonway network and our mining villages.
- 8.48** The Borough's current mineral operations are focused on the Howdon Wharf, where sea-dredged sand and gravel is landed. Despite there being no current workings, evidence does show that the Borough is, in the main, located on an area of shallow coal.
- 8.49** Through the following policy we aim to ensure the future sustainable supply and management of our mineral resources alongside supporting the appropriate development of the Borough, reducing waste, and protecting the environment and amenity.

#### DM/8.13 Minerals

Mineral resources and related infrastructure will be managed and safeguarded to meet current and future needs. A contribution to the region's supply needs will be made where possible, to ensure an adequate and steady supply of minerals in a way that supports the Borough's social, environmental and economic objectives. This will be achieved by:

- a. Proposals for mineral extraction being assessed individually and cumulatively, and permitted where no adverse social, environmental and economic impacts would arise.
- b. Worked land being subject to high standards of restoration and aftercare to ensure the most appropriate and beneficial use, at the earliest opportunity.
- c. Proposals for primary aggregate extraction being required to demonstrate that the need for the mineral cannot be met from recycled or secondary aggregates.
- d. Encouraging temporary material-recycling facilities on the sites of major demolition or construction projects and provision of permanent recycling plants for construction and demolition waste in appropriate locations.
- e. Safeguarding the existing transport and processing infrastructure at Howdon Wharf to allow for the continued transfer and movement of marine aggregates.
- f. Where non-mineral development is proposed within the Mineral Safeguarding Area, consideration being given to the feasibility of prior extraction of the mineral resource from the site or its immediate surroundings, unless the site is less than one hectare, or there is evidence that:
  - i. As confirmed by the Coal Authority, the mineral resource is not present, has already been extracted or is of insufficient extent to be of any economic value, or
  - ii. Extraction of the mineral would have an unacceptable impact on the environment, local communities and other neighbouring uses, or
  - iii. There is an exceptional overriding need for the development that outweighs the value of the mineral resource.

## 8 The Natural Environment

- 8.50** The NPPF sets out that LPAs should define Mineral Safeguarding Areas (MSAs). The whole of the plan area has been identified as a MSA, based on the evidence set out in the British Geological Survey's Mineral Resource map for the Tyne and Wear area, which illustrates that the majority of North Tyneside lies upon areas of shallow coal. Essential transport and processing infrastructure associated with the MSA, primarily those associated with Howdon Wharf, will be safeguarded for the continued landing and movement of marine aggregates.
- 8.51** There is no presumption that resources within the MSA will be worked at any time, nor does a MSA mean that non-mineral development would not receive support. The aim of the MSA is to ensure that through the planning process, due consideration is given to avoiding the sterilisation of resources. It is not considered necessary to scope the feasibility of mineral extraction on development that is proposed on sites less than one hectare.
- 8.52** The continued supply of aggregates and other material, including recycled and secondary materials is essential to meet current and future needs of the development and construction industry. Promoting the use of recycled and secondary materials will help to maintain a sustainable supply and minimise waste.
- 8.53** The NPPF recommends making provision for stocks of reserves for relevant mineral resources in an area. A Local Aggregate Assessment (LAA) has been prepared collaboratively by the authorities of County Durham, Northumberland and Tyne and Wear in order to address cross boundary mineral planning issues. The report identifies that the requirement from Tyne and Wear to meet need for the period 2013-2030 is approximately 4.6 million tonnes of sand and gravel and 5.3 million tonnes of crushed rock. North Tyneside does not have known primary reserves of these materials but intends to contribute through working with neighbouring authorities, and through, as set out in the above policy, encouraging the recycling of materials.
- 8.54** An agreed prompt programme of restoration and aftercare will ensure that landscapes are restored and possibly improved, will be a prerequisite for any approvals for mineral extraction, in line with the guidelines set out in the NPPF. This process can also bring about opportunities to deliver improvements for biodiversity and recreation.

### Contaminated Land, Unstable Land and Pollution

#### Contaminated and Unstable Land

- 8.55** The presence of contamination can affect or restrict the use of land but development can address the problem for the benefit of the wider community and bring the land back into beneficial use. The presence of instability in land can also be a concern and when new development is proposed it is necessary to ensure that new buildings and their surroundings are safe for future users.
- 8.56** Land contamination and instability may be associated with sites previously used for industry but can also arise from natural sources as well as from human activities. In assessing whether land contamination or instability is an issue to be taken into account when a planning application is submitted, the Council will have regard to a range of information sources including its database of potentially contaminated sites, information provided by developers and third parties, and the advice of Coal Authority and the Council's Environmental Health department.

## 8 The Natural Environment

### DM/8.14 Contaminated and Unstable Land

Where the future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must be accompanied by a report which:

- a. Shows that investigations have been carried out to assess the nature and extent of contamination or stability issues and the possible effect it may have on the development and its future users, the natural and historic environment; and
- b. Sets out detailed measures to allow the development to go ahead safely, including, as appropriate:
  - i. Removing the contamination;
  - ii. Treating the contamination;
  - iii. Protecting and/or separating the development from the effects of the contamination;
  - iv. Validation of mitigation measures; and
  - v. Addressing land stability issues.

Where measures are needed to allow the development to go ahead safely, these will be required as a condition of any planning permission.

**8.57** The Borough has several derelict sites due to its industrial heritage. Depending on the level of damage from previous use, these sites are often incapable of beneficial use without treatment. Although much derelict land has been reclaimed since the 1960's there are substantial residual areas which require treatment, for example along the riverside.

**8.58** An assessment of contamination or suspected land instability should demonstrate an adequate appreciation of ground and groundwater conditions and any other relevant factors, based on desk studies, site survey and subsurface investigation, laboratory testing and monitoring as necessary or appropriate.

### Pollution

**8.59** Pollution is the release of substances into the environment that can cause harm to human health, property or any other living organism supported by the wider environment. Pollution can effect our health and well being and is important in how people perceive their environment and the desirability of living in an area. Pollution may arise from industry but pollution from traffic is also a growing concern. Principal sources of air pollution within the borough are particulates and nitrogen dioxide from road transport emissions. Newcastle International Airport is a potential source of noise pollution to the north-west corner of the borough where the flight path crosses.

**8.60** Sustainable development must ensure compatibility of proposals with existing uses to ensure no significant adverse impacts on health and quality of life from pollution and to improve community wellbeing.



## 8 The Natural Environment

### DM/8.15 Pollution

Development proposals that may cause pollution either individually or cumulatively of water, air or soil through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, and other pollutants will be required to incorporate measures to prevent or reduce their pollution so as not to cause nuisance or unacceptable impacts on the environment.

Development proposed where pollution levels are unacceptable will not be permitted unless it is possible for mitigation measures to be introduced to secure a satisfactory living or working environment.

Development that may be sensitive (such as housing, schools and hospitals) to existing or potentially polluting sources will not be sited in proximity to such sources and potentially polluting development will not be sited near to sensitive development unless satisfactory mitigation measures can be demonstrated.

- 8.61** Pollution can effect health, undermine quality of life and affect natural habitats. This policy is designed to protect both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of pollution. The Council requires development to comply with national standards and adopt techniques to prevent, minimise or render harmless polluting substances.
- 8.62** The importance of good air quality is recognised by the World Health Organisation which produced a series of standards that have been adopted by the European Commission and subsequently the UK by the Expert Panel on Air Quality Standards (EPAQS) which has set air quality objectives for the UK. Development proposals that may result in a detrimental effect upon air quality in the Borough will need to provide an air quality assessment as part of the application and provide mitigation or promote sustainable options such as electric charging points. Development within the Borough must consider air quality collectively in context with other permitted but not implemented developments. North Tyneside's 'Improving Air Quality Policy Guidance' document provides further guidance on information required for the air quality assessment, and outlines appropriate mitigation for minimising air quality impacts.
- 8.63** Noise considerations are especially important when planning housing, day centres, schools and libraries and in areas of high population density. The separation of noise sensitive development such as residential, health and educational uses from noise generating sources can reduce the effects of noise on those uses. Noise assessments will be required for any potential development that will introduce a noise source or create sensitive receptor to existing noise source. This should be mindful of the national noise strategy. Mitigation measures to minimise adverse impacts must be submitted. Consideration must be given to the world health organisation levels for community noise, to the relevant legislation and guidance on traffic and railway noise and the relevant British Standards in particular BS4142:1997 and BS8233:1999.

## 9 The Built Environment

### 9 The Built Environment

#### Sustainable Design and Construction

- 9.1** The built environment plays a key role in sustainable development. The design and layout of a building or site can minimise the energy requirements of the occupants and minimise greenhouse gas emissions. Measures to reduce energy consumption in new developments could include integrated renewable energy technologies, innovative approaches to passive ventilation and the use of sustainable building materials and construction techniques. By incorporating these principles, buildings and developments can be efficient, robust, and mitigate for, and adapt to, the impacts of climate change.

#### DM/9.1 Sustainable Design and Construction

All developments should seek to minimise their carbon emissions in order to address both the causes and consequences of climate change. To ensure that future developments meet high standards of sustainable design and construction, all development proposals are expected to:

- a. Design buildings to maximise natural energy benefits such as passive solar, natural ventilation and shading;
- b. Reduce carbon dioxide emissions and energy consumption through the use of construction materials that maximise energy efficiency and the incorporation of low carbon/renewable energy sources.
- c. Minimise the amount of surface water run off by incorporating measures such as permeable surfaces, sustainable drainage systems and rainwater harvesting;
- d. The reuse of existing building materials on site; and where possible the use of locally-sourced and recyclable materials;
- e. Provide sustainable waste management through the provision of recycling and composting facilities and ensure a suitable location for the storage and collection of waste.

Unless it can be demonstrated that it would not be technically feasible or financially viable, development proposals should demonstrate how they have addressed the points above within a Sustainability Statement. This can either form part of the Design and Access Statement or be a separate document. The amount of information submitted should be proportionate to the scale of the development.

- 9.2** Buildings and their construction contribute a significant amount to the UK's carbon emissions. The Council is committed to protecting and enhancing the environment and tackling climate change and as such seeks to ensure that new development is as sustainable as possible. The sustainability of homes and other buildings as part of planned new developments can offer the potential for significant carbon savings and the provision of renewable energy. Incorporating principles of sustainability with design provides the opportunity to create better and healthier buildings and places. Although the implementation of the sustainability measures outlined in the policy may vary on different size sites the, the general principles of sustainable design and construction should be applied to all scales and types of development. These steps will ensure that all new developments minimise environmental impacts and in particular mitigate the impacts of climate change.

## 9 The Built Environment

- 9.3** The Government are currently consulting on changes to sustainability compliance standards for residential development as part of the Housing Standards Review. The current Code for Sustainable Homes (CSH) standard is likely to be revoked in late 2013 as part of this process. The review proposes to retain some of the aims of the CSH (i.e. improving fabric energy efficiency, and limiting carbon dioxide emissions) however these will be covered by Building Regulations. Consequently the Council are not stipulating the need for a CSH (or equivalent) assessment given these intended changes. In the event that a replacement scheme for development is agreed, this will trigger a review of this Policy to incorporate the necessary changes.

### High Quality Design

- 9.4** The character, distinctiveness and viability of a successful area often lies in the quality of its built environment and public realm. High quality design of buildings, places and spaces can create attractive environments that set a positive context for the development of successful places and sustainable communities. Design is not just about how development looks, but how it works, and how well it meets the needs of users. The Council is committed to achieving high quality buildings and places across the Borough. A key component of this will be ensuring that all new development adopts the highest standards of design. Information submitted with an application should be proportionate to the scale, significance and impact of the proposal.

#### DM/9.2 Design of Development

Development will only be permitted where it demonstrates high and consistent design standards. Designs should be specific to the place, based on a clear analysis and responds to the characteristics of the site, its wider context and the surrounding area, creating a place with a distinctive character and taking account of the following objectives:

- a. Appropriate street level presence and a positive relationship to neighbouring buildings and spaces to reduce opportunities for crime and antisocial behaviour;
- b. Makes connections to the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to walk and use public transport where possible;
- c. A well designed public realm (and associated management arrangements) that is not dominated by vehicular traffic;
- d. Take advantage of existing topography, landscape features and existing buildings;
- e. Protects the amenity of existing and future residents.

Residential developments of 10 units or more are required to demonstrate that they have successfully addressed Building for Life 12 criteria.

- 9.5** The Council attach's great importance to the design of the built environment in order to deliver safe and attractive places in which to live, work, play and spend time. To achieve a high quality outcome for new developments the design should be based on an understanding of the local area and responds to its context. The policy sets out a clear framework for design principles to achieve this. This policy has been derived from planning guidance and best practise advice. It is consistent with national planning policy. The Design Quality SPD contains further information in relation to implementing the requirements of this policy.

## 9 The Built Environment

- 9.6** Building for Life 12 is a nationally recognised methodology for assessing the design quality of residential development. Building for Life methodology offers a systematic way of demonstrating that the overall objective and criteria in the Policy have been addressed for residential schemes.

### DM/9.3 Extending Existing Buildings

Extensions should always complement the form and character of the original building. This may be achieved either by continuation of the established design form, or through an appropriate contrast in high quality contemporary design. The scale of an extension and its position should generally emphasise a subservience to the main building. This will usually involve a lower roof and eaves height, significantly smaller footprint, spans and lengths of elevations.

When assessing applications for extending buildings the Council will consider all of the following:

- a. Whether or not the property is affected by any designations;
- b. The location of the extension in relation to the public zone of the street and the nature of the street scene;
- c. The effect that the extension will have on adjacent properties and land such as outlook, loss of light or loss of privacy;
- d. The cumulative impact if the building has been previously extended;
- e. The effect that the extension will have on the existing property and whether it enhances the overall design; and
- f. The form and scale and layout of existing built structures near the site.

- 9.7** The continual adaptation of the existing building stock is an essential part of helping to meet changing demands for buildings in an evolving society and a changing community. Existing buildings are a resource that has provided for the needs of past generations and if managed appropriately, can provide for the needs of the present generation without prejudicing their use in the future.
- 9.8** Extensions can have a significant effect on a building or street scene and need to be carefully considered on each site. It is therefore essential that extensions enhance and protect the positive qualities and characteristics of both individual buildings as well as the wider townscape of which they form a part. This policy will ensure that the identity of a place is not harmed and that adverse impacts on neighbouring buildings and landscapes are avoided.

## 9 The Built Environment

### S/9.4 Improving Image

Particularly high standards of design are required on highly visible locations such as:

- Key gateways into the Borough
- Town centres
- Key allocations identified in the Local Plan
- Key visitor attractions
- The Coast, North Bank and other regeneration areas

In order to improve the image of the Borough proposals on these sites are required to demonstrate:

- a. Innovative design solutions and architectural excellence.
- b. The design makes it easier for people to navigate their way through an area by acting as a local landmark.
- c. The incorporation of high quality hard and soft landscape material and street furniture and where development is of a significant scale or prominence makes provision for public art.
- d. A high quality 'green' urban environment by incorporating tree planting where appropriate or other soft landscaping along streets and roads.

Development briefs may be produced for these sites. Any subsequent development proposal will be required to accord with this.

- 9.9** Improving the image and quality of an area brings social and economic benefits for local communities. This is a priority if the Borough is to be a place where people choose to live and feel good about where they live. It is also an important step towards the regeneration of our town centres and attracting investment and improving prosperity.

### Image and the Public Realm

#### North Shields Sub Area: Design and Heritage

- 9.10** The retail centre of North Shields is focused around Bedford Street and the Beacon Centre Bedford Street is a prime shopping street within the town but it has lost some of its appeal with a street surface that is chaotic and some cluttered, over-large shop fronts that vie for attention rather than sit harmoniously in the street. The southern end of the Street has a collection of bus stops that hinder pedestrian movement and obscure the active frontage of the retail unit.
- 9.11** Northumberland Square lies to the north east of the Beacon Centre, and therefore just beyond the retail centre of North Shields. Although a rare and important survival of a classic Georgian square, it can feel that it is not reaching its full potential. The Square has lost some historic significance due to incremental changes over time, but it still holds a key role to the future revitalisation of the town centre.

## 9 The Built Environment

- 9.12** Other prominent, well-used streets in the town centre are Albion Road, Howard Street, Upper Norfolk Street, Saville Street and Bedford Street, plus the square at the entrance of North Shields Metro Station. These too could benefit from public realm improvements.

### AS/9.5 North Shields Town Centre: Public Realm

The Council will support the following improvements to deliver a high quality public realm to North Shields town centre:

- a. Good quality, natural ground surfaces that encourage pedestrian movement;
- b. A coordinated approach to the installation of street furniture of high quality;
- c. Restoration of historic layouts and features, where appropriate;
- d. Ensuring all aspects of the public realm are maintained and repaired to a high standard;
- e. Preparation of a shop front design guide to assist in steering appropriate visual enhancements to shop fronts; and
- f. Reducing the dominance of the bus stops at the southern end of Bedford Street.

- 9.13** The NPPF encourages the preparation of local policy that seeks to create safe and accessible environments, clear and legible routes and high quality public space in order to produce healthy, inclusive, crime-free communities.
- 9.14** To improve the core areas is crucial to the overall revitalisation of the town centre. It will make the area more attractive, user-friendly and therefore create a more positive image of the town and encourage more visitors and increased investment.
- 9.15** The spaces and streets in question were identified in the North Shields Retail Centre Regeneration Strategy. These are the key routes and areas of most prominence and their identification allows for investment to be focused in the right places to ensure consistency and coherence to the public realm as a whole.

### The Coastal Sub Area

#### Public Realm improvements at the Coast

- 9.16** The council will aim to improve the quality of the key areas of the coast through public realm improvements and ensuring that schemes meet the highest standard of design. This will help to increase the appeal of the coast making it a more attractive place to visit and spend time and making the town centre town as a retail and service centre location, making it an attractive location.
- 9.17** Whitley Bay town centre would specifically benefit from improvements to the public realm. There are inconsistencies to the quality and maintenance of shop front that if improved would benefit the overall quality of the built environment. This primarily effects Park View which is a well-valued street with a wide range of independent shops and businesses that gives this part of Whitley Bay a distinctive and appealing character. Properties mostly date from the early 20<sup>th</sup> century and the street has many buildings with good architectural detail with an impressive amount of historic shop.



## 9 The Built Environment

### AS/9.6 Public Realm Improvements at the Coast

The Council will support enhancements to the public realm, in particular through any programme of measures to improve parking and accessibility.

To support public realm improvements the Council will prepare a shop front design guide to assist in steering appropriate visual management of the shop fronts along Park View.

### Wallsend Sub Area

- 9.18** Wallsend's High Street East and West is a key thoroughfare through the town. Whilst The Forum must be recognised as the core of Wallsend's town centre, High Street East and High Street West is, in the main, Wallsend town centre. Across the town centre there are a range of key buildings and areas of heritage value. Some of those are currently underused or vacant. This includes listed buildings like The Buddle a former school and most recently used as an arts centres, and Wallsend Town Hall, Fire Station and Baths complex.

### Wallsend High Street Improvements

- 9.19** High Street East and West in Wallsend includes significant stretches of primary and secondary shopping frontages and is the image most people would have of Wallsend town centre.
- 9.20** The High Street is also an important thoroughfare for buses and vehicles both in accessing the town and passing through from Howdon or North Shields on into Walker and Newcastle. This brings heavy traffic, noise, pollution and conflict between pedestrians and vehicles - particularly at busy junctions with Station Road and Park Road - that negatively affects the shopping environment of the town. Boyd Road, the Green and North Road create a secondary route used to avoid the High Street and this can have a detrimental effect on the peaceful character of The Green conservation area.
- 9.21** Surveys over a number of years have shown that whilst The Forum and its immediate surroundings experience a good level of footfall, this number of people walking along the street quickly drops off in either direction along High Street. This will in part reflect the shops there are and where people choose to visit, but the impact of the street environment will also be a factor. Encouraging greater movement by pedestrians along High Street, and making the town a more attractive place to visit is important to Wallsend's wider regeneration helping give traders and shop keepers a better chance of drawing people into their stores.

## 9 The Built Environment

### AS/9.7 Wallsend: High Street Improvements

The council will look to invest in improving High Street East and High Street West for pedestrians, cyclists and public transport users. Work will be progressed jointly with NEXUS, the bus operators and taxi companies to explore measures that:

- a. Through reducing the speed and level of traffic, deliver overall improvements to the experience of shopping, visiting and exploring Wallsend;
- b. Bring an increase in people walking and cycling into and through the town centre,
- c. Create a more active and vibrant street scene where people choose to spend time, whilst maintaining a functional and successful shopping street that is accessible to everybody.

To deliver this, measures to be considered could include:

- d. Formal amendments to vehicle access, encouraging private through traffic in particular to take appropriate alternative routes such as Hadrian Road, whilst understanding and managing against any potential impacts on The Green conservation area.
- e. Introducing a better balance between those on foot and motorised vehicles, with use of innovative road materials and removal of excessive street furniture and safety barriers.

### North West Communities Sub Area: Improving Image and Identity

- 9.22** The North West is uniquely placed as the gateway to the Borough via the major roads of the A1, A19 and A189.
- 9.23** Surrounded by Green Belt, the area is rich with open space and biodiversity habitats, with much of the area being covered by a wildlife corridor. Little Waters, Annitsford Pond and Weetslade Country Park are some examples of the high ecological value sites in the North West to be enjoyed by residents and visitors, that latter being a Green Flag award winner. Further open space recreation opportunities are available at Seaton Burn Recreation Ground, Lockey Park, the John Willie Sams Centre, Annitsford Recreation Ground, Burradon Recreation Ground and Dudley Action Park.
- 9.24** The area features an impressive amount of heritage interest. The oldest structure in the North West is the mid-16th century Burradon Tower, which is a grade II listed building and scheduled ancient monument. Around this time and for the following few centuries, the settlements would have mostly consisted of a few farms and some homes along main routes. Expansion came with the sinking of collieries from the early 19th Century at Seaton Burn, Burradon, and Dudley. A selection of quarries also established in the area. The legacy of this industrial past is still felt in the North West. The networks of Waggonways in the area, that today are important biodiversity corridors and provide recreational and travel routes for the community, were established as coal haulage routes from the collieries to the River Tyne. The historical significance of these routes cannot be underestimated, in terms of both the area's rich coal mining tradition and the role in played in establishing the country's industrial heritage. Buttress House, on Brenkley Way, is a converted colliery workshop dating from the mid-19th century, and is a rare survivor of a colliery building.

## 9 The Built Environment

- 9.25** Other particularly special heritage features of the North West are the 18th Century Seaton Burn House, the imposing School Houses that have survived beyond the demolition of the associated Seaton Burn School, and the Ryder and Yates' designed gatehouse to Shasun Pharma Solutions on Dudley Lane. The historic Great North Road, formerly the A1 road, runs through the area. Now by-passed by a modern A1 alignment immediately to the west, the road's pubs reveal its significance, notably the "Six Mile Inn". Overall, the North West has five statutory listed buildings and eight on the Local Register. There is a conservation area designated at Sacred Heart Church.
- 9.26** There are a lot of positive aspects in the area that can be built upon. However, the positive aspects are not always obvious and there are parts of the North West that have a poor physical appearance that can detract from its potential and are considered to harm the perceptions of the area. Identified issues include:
- a loss of identity;
  - poor signage and interpretation;
  - low quality, poorly maintained street furniture;
  - street and road surfaces in poor condition.

### AS/9.8 Public Realm in the North West Communities

The Council will pursue a comprehensive strategy for the North West of the Borough that can enhance the unique identity of the area and delivers improvements to the public realm through investment in:

- a. Signage and interpretation
  - i. Legible and attractive signage that welcomes visitors at entrances to the Borough and settlements to define boundaries and strengthen the identities of each area.
  - ii. Ensuring key attractions and facilities are well signposted, for example, John Willie Sams Centre, Seaton Burn Recreation Ground, Little Waters and Weetslade Colliery Park could all benefit from being more visible via good signposting.
  - iii. Promoting the special ecological and heritage value of the North West via sensitively placed interpretation boards. All signage and interpretation boards should be sensitively designed and installed as to protect, and possibly enhance the character of the area.
- b. Street furniture
  - i. Good quality, attractive street furniture (for example, bins and seats) can make a big difference to the image of the area. The environs of shopping areas and community facilities should be the priority target.
- c. Improved road and pavement treatments
  - i. Particularly at Market Street, Dudley and in Camperdown.

Improvements will be maintained to the highest of standards in order to ensure that the quality of enhancement schemes is sustained into the future.

## 9 The Built Environment

- 9.27** Public realm plays an important role in enhancing civic pride and the image and perceptions of an area. Improving the public realm of the North West of the Borough would make the area more legible, user-friendly, and attractive. This should encourage more visitors and investors to the area, and improve the quality of life for residents.
- 9.28** As a gateway to the Borough from Northumberland and Newcastle City, it is important to the image of the North Tyneside that this area looks attractive and vibrant.
- 9.29** Appropriate signage that distinguishes each village and interpretation that promotes their heritage and biodiversity interest can help to build identity and civic pride.
- 9.30** The NPPF encourages the preparation of local policy that seeks to create safe and accessible environments, clear and legible routes and high quality public space in order to produce healthy, inclusive, crime-free communities.

### Vacant Land

- 9.31** One of the major factors that is affecting the image of the North West is that the area suffers from a relatively high proportion of vacant land. As well as representing low investment, the vacant land is generally unkempt and so looks unattractive, and thus is detrimental to the quality of life of residents.
- 9.32** The vacant sites are scattered throughout the North West and they range in size. They are generally in the possession of private landowners.
- 9.33** Whilst currently a threat to the vitality of the area, the sites represent a big opportunity to bring forward development that can be beneficial to the community.

#### AS/9.9 Opportunity Sites in the North West

North Tyneside Council will work with owners of vacant sites in the North West area to bring them back into suitable, beneficial use. Vacant, underused sites where development or investment could contribute to improvement in the environment and image of communities in the North West are outlined below:

- a. Land at rear of the Drift Inn, Front Street, Seaton Burn.
- b. Land At Western Terrace, Dudley.
- c. Land adjacent to no.1 Coronation Street, Annitsford.
- d. Garage site, Annitsford Drive, Annitsford.
- e. Former Dudley People's Centre, Weetslade Road, Dudley.
- f. Former Dudley Miners Welfare Centre, East View Terrace, Dudley.
- g. Former 89 Station Road, Camperdown.

- 9.34** Redevelopment of this land will not only remove the poor image and unattractive environment created by vacancy, but will also deliver new homes and facilities for locals. Planning gain funds associated with new development can be fed back into the area to address the community's needs.

## 9 The Built Environment

- a. Land at rear of the Drift Inn, Front Street, Seaton Burn. A large expanse of unappealing hardstanding that could be used for an attractive residential scheme near the northern entrance of the Borough. The proposed redevelopment of the Seaton Burn Recreation Ground would benefit from having this site improved in visual quality.
- b. Land At Western Terrace, Dudley. A site with two separate parts, both have which have been left derelict for some time. The southernmost part could benefit from a residential scheme and the northernmost part could accommodate an extension to the adjacent allotments.
- c. Land adjacent to no.1 Coronation Street, Annitsford. Although not visible to the wider public, this site's dereliction adversely affects the amenity of this area of Annitsford, and could benefit from small residential redevelopment.
- d. Garage site, Annitsford Drive, Annitsford. A highly unattractive area of hardstanding in an otherwise pleasant residential environment. Likely to be unsuitable for any kind of building, extending the adjacent grassed area to cover this site would make a make difference to the appearance of this area.
- e. Former Dudley People's Centre, Weetslade Road, Dudley. Planning permission that was granted in 2010 for a nursing home has since expired without any development taking place. A large and prominent site, its vacancy is to the detriment of Dudley's image and its prompt suitable redevelopment is encouraged.
- f. Former Dudley Miners Welfare Centre, East View Terrace, Dudley. A large, unkempt site that together with the smaller vacant site to the south, and the Owen Pugh site to the north and the retail units at 2-3 West View, could provide a major mixed use scheme incorporating residential and a new local shopping centre. A new local shopping centre in this area could provide a consolidated retail offer and community focal point to serve existing residents and to those associated with the residential development at Annitsford Farm.
- g. Former 89 Station Road, Camperdown. A prominent site at the entrance to Camperdown from the south, there is the opportunity here for a high quality residential scheme that can make a positive first impression of the area.

**9.35** A range of other vacant sites were identified but have been discounted from further consideration for the following reasons:

- Former Seaton Burn And District Working Mens Club. Planning permission was granted in July 2013 for the redevelopment of this and the adjoining Chapelville sheltered home.
- Open space and garage site, rear of Thorntree Avenue, Seaton Burn. The garage buildings on this site are not in a good condition; however, the site is not representing a significant visual problem.
- Land east of West View, Wideopen. In use as a storage facility and not representing a significant visual problem in the wider area.
- Land at Clayton Street, Dudley. A large expanse of land but serves a good purpose as a semi-natural green space and parking area for users of the Dudley Action Park.
- Land At Former 6 West View, Dudley. Small but prominent on Market Street, this site is currently adversely affecting the attractiveness of the area, but with planning permission granted in 2012 (and conditions discharged in 2013), redevelopment could be imminent.
- Former pharmacy, West View, Dudley. This site is currently adversely affecting the attractiveness of Market Street, but with planning permission granted in 2011, redevelopment could be imminent.

## 9 The Built Environment

- Land west of A189, Front Street, Annitsford. Large area but acts as buffer between Front Street and A189.
- Land at former Seaton Burn School. Whilst a large site that could represent a development opportunity, it currently exists as a pleasant green space and performs the important function of keeping Wideopen and Seaton Burn as separate settlements.

### Heritage Assets

#### Protection, Preservation and Enhancement of Heritage Assets

**9.36** North Tyneside is rich and diverse in architectural and historic interest. This is reflected in the number of heritage assets within the Borough. Towns such as North Shields, Wallsend and Tynemouth contain a unique blend of reminders of the area's Roman and Christian past, such as part of the Hadrian's Wall World Heritage Site (WHS) and Tynemouth Priory. The more recent industrial past, based on the riverside and Port of Tyne, is reflected in the buildings and quays fronting the river between Tynemouth and Wallsend. Further inland, a variety of smaller settlements, such as Earsdon, Killingworth and Backworth Villages, each with their own individual character, contain buildings, landscapes and sites of architectural value or historic significance. It is recognised that the Borough's heritage is not solely connected to "old" sites. North Tyneside offers an excellent range of buildings, parks and sites from the mid to late 20th Century that reflect on the area's recent past and provide as much interest as those from earlier periods.

**9.37** The importance of this heritage has been acknowledged through the statutory protection afforded by the designation of 17 conservation areas and the placing of 220 buildings (two grade I, ten grade II\* and 209 grade II) on the statutory list of buildings of architectural or historic interest. Other statutory designations include eight scheduled ancient monuments and part of Hadrian's Wall, an internationally significant WHS extending coast to coast from the River Tyne to Cumbria. In addition, 148 buildings, parks and gardens have been included on a register of local architectural or historic interest.

### Heritage Assets

**9.38** North Tyneside's historic environment defines the character of the area, and contributes significantly to residents' quality of life and visitor experience. It is important to maintain and celebrate heritage assets against the background of a successful, vibrant Borough.

**9.39** The Council has a good record of a proactive approach to the conservation of its heritage assets. Its strategy is to continue this: protecting, enhancing and promoting heritage assets so they can be understood and enjoyed by residents and visitors now and in the future.

**9.40** It is a strategy that recognises that heritage assets can, over time, lose their original functions or their significance can be compromised. North Tyneside Council are keen to ensure that these assets are not harmed or lost, and encourage their regeneration as part of wider area improvement schemes. North Tyneside has seen some excellent regeneration schemes involving heritage assets, notably at North Shields Fish Quay where several heritage assets at risk have been rescued through working with public, private and community partners.

## 9 The Built Environment

- 9.41** North Tyneside Council holds a large amount of evidence and guidance relating to its heritage assets. However, buildings and areas constantly evolve, their conditions can change and new heritage assets can be discovered. Additionally, regulations, policy, guidance and best practice can change. The Council will be responsive to this, to ensure heritage assets are managed as well as possible.

### S/9.10 Heritage Assets

North Tyneside Council aims to pro-actively preserve, promote and enhance its heritage assets, and will do so by:

- a. respecting the significance of assets.
- b. maximising opportunities to sustain and enhance the significance of heritage assets and their settings.
- c. targeting for improvements those heritage assets identified as at risk or vulnerable to risk.
- d. seeking and encouraging opportunities for heritage-led regeneration, including public realm schemes.
- e. supporting appropriate interpretation and promotion of the heritage assets.
- f. adding to and keeping up-to-date the Borough's heritage asset evidence base and guidance. Examples include conservation area character appraisals, conservation area boundary reviews, conservation area management strategies, conservation statements/plans, registers of listed and locally registered buildings, and buildings at risk registers.
- g. using the evidence it has gathered, implement the available tools to conserve heritage assets, such as Article 4 Directions and Building Preservation Notices.

- 9.42** The above policy is consistent with the advice in the NPPF, which states "Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment". It also supports the aims of the Council's Heritage Strategy and Sustainable Community Strategy, principally Priority 4 (Sense of place), which aims to maximise the opportunities linked to heritage and local culture, but also Priority 2 (Quality of Life) regarding climate change and Priority 1 (Regeneration).
- 9.43** Integrating heritage assets into urban regeneration is proven to create successful, popular areas with character, where people enjoy living, working and visiting. The appeal of the character and appearance of heritage assets mean that they can contribute significantly to the economy of an area as part of a regeneration scheme. Heritage-led regeneration advocates the environmentally sustainable reuse of buildings and spaces.
- 9.44** Heritage assets are at risk of harm or loss if they are not identified, recorded, understood and protected accordingly. This is recognised in the NPPF, which recommends that LPAs have up-to-date evidence about their heritage assets, using it to assess their significance of heritage assets and the contribution they make to the environment.

### Conservation of heritage assets

- 9.45** The built environment rarely stays static and as part of that, heritage assets can be subject to change. Heritage assets should not be viewed as an obstacle to change, indeed their development can positively contribute to a vibrant Borough. However, constructive guidance needs to be in place to ensure they are appropriately conserved as they are developed.



## 9 The Built Environment

### DM/9.11 Protection, Preservation and Enhancement of Heritage Assets

The alteration, extension or restoration of heritage assets, and development that affect their settings, will be permitted where it sustains, conserves and, where appropriate, enhances the significance, appearance, character and setting of heritage assets in an appropriate manner. As appropriate, development will:

- a. conserve built fabric and architectural detailing that contributes to the heritage asset's significance and character;
- b. repair damaged features or reinstate missing features and architectural detailing that contribute to the heritage asset's significance;
- c. conserve and enhance the spaces between and around buildings including gardens, boundaries, driveways and footpaths;
- d. remove additions or modifications that are considered harmful to the significance of the heritage asset;
- e. ensure that additions to heritage assets and within its setting are appropriate in scale, mass, footprint, materials and architectural detailing and do not harm the significance of the heritage asset;
- f. demonstrate how heritage assets at risk (national or local) will be brought into repair and, where vacant, re-use, and include phasing information to ensure that works are commenced in a timely manner to ensure there is a halt to the rate of decline;
- g. be prepared in line with the information set out in the relevant piece(s) of evidence and guidance prepared by North Tyneside Council;
- h. be accompanied by a heritage impact assessment that informs proposals through understanding the asset, fully assessing the proposed affects of the development and influencing proposals accordingly.

Any development proposal that would detrimentally impact upon a historic asset will be refused permission, unless there are overriding public benefits, or it forms part of an enabling development package that would provide positive heritage benefits to heritage assets identified as at risk.

Any heritage reports prepared as part of a development scheme will be submitted for inclusion on the Tyne and Wear Historic Environment Record (HER).

- 9.46** Heritage assets, both designated and not (as defined in the NPPF), are an irreplaceable resource and should be conserved in a manner appropriate to their significance. The settings of heritage assets can contribute significantly to their enjoyment through views, experiences and approaches, and should be given appropriate protection too.
- 9.47** The policy provides a sustainable, positive strategy for the conservation and enhancement of heritage assets by supporting appropriate change and reuse.
- 9.48** The above policy reflects the guidance set out in Chapter 12 "Conserving and enhancing the historic environment" of the NPPF.
- 9.49** Heritage assets are important to North Tyneside's future as they contribute to the Borough's image and identity. Conservation practice is consistent with the aims of environmental sustainability as it advocates the re-use of buildings along with the use of locally sourced and traditional materials.

## 9 The Built Environment

- 9.50** Enabling development is new development that is contrary to planning policy but is supported where the scheme demonstrates that this is the only viable means of resolving significant problems of heritage at risk. Schemes must have regard to the English Heritage policy for Enabling Development.
- 9.51** The protection and enhancement of the Borough's heritage assets contributes to the aims of the Council's Sustainable Community Strategy, principally Priority 4 (Sense of place), which aims to maximise the opportunities linked to heritage and local culture, but also Priority 2 (Quality of Life) regarding climate change and Priority 1 (Regeneration).

### Archaeological Heritage

- 9.52** There are a number of sites of archaeological importance within the Borough including eight scheduled ancient monuments, which are subject to statutory control and protection. Most notable among these are sections of Hadrian's Wall and the fort of Segedunum at Wallsend, part of a UNESCO WHS, the inscription reflecting its outstanding international importance. Clifford's Fort at North Shields and the Castle and Priory at Tynemouth also have great importance.
- 9.53** There are many other sites of archaeological interest, however, including sites where Anglo-Saxon, Roman and earlier finds have been made, the sites of old villages, mediaeval field systems and early industrial sites including many associated with the coal industry.

#### DM/9.12 Archaeological Heritage

The Council will seek to protect, enhance and promote the Borough's archaeological heritage and where appropriate, encourage its interpretation and presentation to the public.

Where archaeological remains survive, whether designated or not, there will be a presumption in favour of their preservation in situ. When determining applications that propose development to remains and their settings, considerable weight will be given to their preservation, protection and enhancement. The more significant the remains, the greater the presumption will be in favour of this. Where the significance of archaeological remains is such that their preservation in situ is not essential, or is not feasible, a programme of archaeological works aimed at achieving preservation by record will be required to be submitted to and agreed with the Council, and the findings of which will be published.

- 9.54** Archaeological remains are a finite and non-renewable resource. They are valuable both for their own sake and for their role in education, leisure, and tourism, and require suitable protection, enhancement and promotion, as advocated in this policy. This is in line with the guidance in the NPPF where archaeological remains are considered as heritage assets.
- 9.55** Archaeological research should be undertaken at the outset of the development process to enable the identification of and understanding of any archaeological remains and inform the level of protection to be assigned.
- 9.56** Archaeological recording and publication, through the Historic Environment Record or other means, ensures that the historic legacy of the Borough is documented for research, educational purposes and understanding.



## 9 The Built Environment

- 9.61** Wallsend town centre is considered to be of a special character and appearance. This is derived from its history, its buildings, its atmosphere and more. It is important that these elements that make the area special are managed appropriately.
- 9.62** Designation will be to ensure the preservation and enhancement of the civic, commercial and industrial heritage of Wallsend and to support the delivery of heritage-led regeneration in the town.
- 9.63** Government guidance in the NPPF advises LPAs to set out a positive strategy for the conservation of the historic environment including heritage assets most at risk through neglect, decay or other threats. Already suffering from some neglect and vacancy, and with some recent losses of heritage assets in the area, it is considered that a conservation area designation here is a proactive response to tackling the heritage risk in the town.

### Segedunum Fort and Hadrian's Wall World Heritage Site

- 9.64** Selected because of its strategic position on the river where the Romans landed grain and other supplies for distribution to troops along Hadrian's Wall, Segedunum Fort it is part of a UNESCO WHS with an excellent visitor centre and museum.
- 9.65** Segedunum Fort, Baths and Museum is already an important attraction for Wallsend. The Hadrian Cycleway passes close and for those following the entire route of the cycleway the Fort is amongst the first, or last, major Roman archaeology they would come across. The North Tyneside Tourism Strategy 2007-2012 also encourages a Walk the Wall initiative that the policies of the Local Plan are supportive of.

#### AS/9.14 Wallsend: Segedunum Roman Fort and Hadrian's Wall WHS

The Council will ensure that regeneration and development of the town centre and riverside protects and enhances the unique heritage and setting of the World Heritage Site (WHS), and will:

- a. Ensure the protection or enhancement of all features that contribute to the Hadrian's Wall WHS's Outstanding Universal Value, both within and outside Military Zone, as shown on the Policies Map. Formal environmental impact assessment (EIA) will be required for developments likely to have a significant effect on Hadrian's Wall WHS and the Military Zone.
- b. Ensure proposals for development respect the status of the WHS and ensure its preservation.
- c. Establish the presence of a key part of a transnational WHS in the centre of Wallsend at the heart of strategies for Wallsend town centre encouraging greater awareness of Wallsend as a place to visit and enjoy.
- d. Work with partners to continue to promote, interpret, use and conserve the WHS and the Military Zone.

- 9.66** Throughout this Plan the term Hadrian's Wall WHS refers to the Hadrian's Wall part of the transnational WHS called Frontiers of the Roman Empire. The related policy above seeks to support the aspirations of the Hadrian's Wall Management Plan 2008-2014. The Management Plan provides an important basis for proposals to enhance and capitalise on the opportunities (for example, in education) created by the archaeology, and informs decisions that may affect the WHS.

## 9 The Built Environment

- 9.67** It is recognised that Hadrian's Wall and Segedunum Roman Fort may face potential threats from the investment and regeneration of the riverside. The Swan Hunter yard is immediately adjacent to the WHS and it is recognised that redevelopment of the riverside will need to be sensitive to the status of the area. However, it is also noted that the riverside has its own heritage and role in Wallsend. The area has been a heavily industrialised area for over 100 years and the close relationship past, present and future industry could have on this site with the River Tyne could be viewed as an ongoing reflection of Segedunum's own close relationship with the river.

### Enhancing the Built Environment

#### The Spanish City, Whitley Bay

- 9.68** The regeneration of The Spanish City presents a fantastic opportunity to support the regeneration of the town centre with the attractions of both will also be influenced by the and the linkages created to the town and seafront. Planning approval has been granted for the regeneration of The Spanish City but the final end users are still to be decided. The aim is to get a mix of complementary uses, such as residential, community and leisure uses that would benefit the area with a focus on the quality and family friendly appeal. The development at The Spanish City will need to be complimentary to the regeneration of Whitley Park to increase its attraction as a destination to visitors.
- 9.69** A key challenge in changing perceptions of Whitley Bay is to tackle the negative perceptions of the town and diversify the evening economy. Changing the dominant image as a destination for stag and hen parties to a more modern, fun and family friendly town is the aim, although change will not happen overnight. The Spanish City presents a wonderful opportunity to create a new positive impact on the town with new attractions and an improved seafront and promenade that will combine to create a more positive perception of the Town.

#### AS/9.15 The Spanish City

As shown on the Policies Map, the Council will support, through the retention of the grade II listed Spanish City site, the development of a mix of uses that have a positive contribution to the tourism offer for the coast and support Whitley Bay as a fun and family friendly destination.

#### The Buddle, Wallsend

- 9.70** The grade II listed Buddle building, originally built in 1876 as a school, had been in use for a number of years as an Arts Centre serving Wallsend and North Tyneside. However, the Council was forced to close the building to the public in 2009 following maintenance issues and an electrical fault. Identifying an alternative use for the building has been a priority for the Council since then. The Council is working closely with the Tyne and Wear Building Preservation Trust to bring the building back into use.



## 9 The Built Environment

### AS/9.16 The Buddle

Proposals to convert the Buddle into flexible spaces for local businesses and community uses are supported. The Council also welcomes discussions on other appropriate uses.

All proposals the improvement and refurbishment of the Buddle are expected to:

- a. Provide the building with a long term use that safeguards the building for the future;
- b. Protects and enhances the special interest of The Buddle;
- c. Ensures the building takes an active role in the regeneration of Wallsend.

### Town Hall, Police Court, Fire Station and Public Baths, Wallsend

**9.71** At the eastern end of High Street East the grade II listed building complex of the Town Hall, Police Court, Fire Station and Public Baths are important features in Wallsend. This was originally the civic and administrative heart of Wallsend. The complex makes a significant contribution to the overall character of Wallsend but lies away from the current core of the town centre around The Forum.

**9.72** The Town Hall is located to the front of the complex facing High Street East and is the most impressive and imposing feature on the street. For many years the hub of Local Government in Wallsend changing times have meant the Town Hall is no longer needed for this purpose. However, with a suitable and sustainable alternative use the building can be an important feature in the landscape of Wallsend with an active and important role in the future life of the community.

### AS/9.17 Town Hall, Police Court, Fire Station and Public Baths

Several buildings within the complex are underused or vacant, some of which are in a poor state of repair. Where buildings within this complex are vacant or become vacant, the following uses will be supported:

- Managed Workspace
- Residential
- Non-residential institutions e.g. gallery, museum, place of worship, assembly hall, nursery, surgery.
- Assembly and leisure uses e.g. Private hire for weddings and conferences, gym, restaurant, cafe.
- Educational uses.

### Former Engineering Research Centre, Killingworth

**9.73** The Environmental Research Station (Block A) and the School of Engineering (Block B) were originally owned and used by the Gas Council (later British Gas) as a research and training facility. The buildings, which are grade II\* listed, were designed by Ryder and Yates and constructed in 1967 and 1976. They have a distinctive modernist appearance and form part of a larger industrial site on Station Road. The gas industry left the site in 1995 and the site is now under local authority ownership. In 2008 the Council relocated most functions from Block A and B to Cobalt Business Park.

## 9 The Built Environment

### AS/9.18 Former Engineering Research Centre

The Council will seek and support proposals for the use of the building that can take advantage of the facilities and accommodation Block A and Block B can provide, including potential for office, light manufacturing and retailing and give regard to the potential for additional residential development at this location, where identified schemes would:

- Demonstrate a clear understanding of the building and the impact of the works;
- Propose a compatible use with the buildings and the surroundings, and
- Do not negatively fragment or asset strip the building.



# 10 Infrastructure

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## 10 Infrastructure

### General and Funding

- 10.1** Infrastructure includes all those services and functions required to support development for housing, economic development, shopping, leisure and other town centre uses.
- 10.2** Without proper provision of supporting infrastructure, development might not function properly or could have adverse impacts on the community or the environment.
- 10.3** Where infrastructure is not in itself economically viable it will require provision by the developers of the uses it supports or, if this does not occur, funding or subsidy from other sources. Provision by developers may be direct or through payments made to another organisation which will then provide the infrastructure. In either case such arrangements can be set out in a legally binding planning obligation linked with the grant of planning permission. In due course, developers will be expected to make contributions through the Community Infrastructure Levy that the Council will bring forward.

### S/10.1 General Infrastructure and Funding

The Council will ensure appropriate infrastructure is delivered in the right place and at the right time to:

- a. Remove any existing deficiencies in infrastructure provision,
- b. Deliver the infrastructure required to make new development acceptable, and
- c. Meet other anticipated future infrastructure needs,

By working with other providers, and in particular by maximising the contribution from developers to infrastructure through the use of Planning Obligations and as appropriate through the introduction of a Community Infrastructure Levy (CIL).

In determining whether to introduce a CIL, and how this is applied, the Council will take into account the long term viability of different types of development over the whole Borough.

In those circumstances where it can be demonstrated that there is no prospect of sufficient private or developer funding for necessary items or types of infrastructure, the council will work together with other public sector organisations, within and beyond the borough, to maximise the amount and impact of the available public funding, including the use of combined and innovative funding schemes.

## 10 Infrastructure

### DM/10.2 Development Viability

Where the economic viability of new development:

- a. may be such that developers can demonstrate that they cannot reasonably make payments to fund all or part of the infrastructure required to support it, and
- d. the development is considered to be of critical importance to the achievement of the objectives or policies of the Core Strategy,

The Council may

- i. Not require developers to pay the full amount of the justified contribution to infrastructure otherwise payable through planning obligations; or
- ii. Seek to defer any immediate contribution until development is underway and the economic viability of the proposal is found to be more positive.

### Infrastructure and Plan Objectives

**10.4** The provision of infrastructure is of importance to the delivery of most objectives of the Plan. Additional or improved infrastructure will be required to:

- address climate change issues e.g. through flood prevention and exploitation of renewable energy;
- support housing and economic development including town centre uses
- directly improve the quality of life of residents;
- secure the regeneration of the coast and riverside;
- deliver the sustainable management of waste, and the provision of sustainable access;
- secure protection and in particular enhancement of the natural and built environment, and the improvement of the image of the Borough.

### Infrastructure Delivery Plan

**10.5** The Local Plan is supported by a separate Infrastructure Delivery Plan (IDP). This sets out the main infrastructure proposed over the Plan period and required to support the development proposed in the Plan. It indicates broad costs and potential areas of funding. Policies and proposals for particular types of infrastructure are set out in other parts of this Plan, particularly in the remainder of this section.

### Funding of infrastructure

**10.6** In the main, infrastructure is funded by:

- users ( e.g. through water bills, council tax);
- those carrying out development requiring supporting infrastructure;

## 10 Infrastructure

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- infrastructure providers, many of which are public bodies;
- national or local government or other public body;

**10.7** In line with national policy the aim of this Plan is to maximise the contribution made by those carrying out development requiring infrastructure, and minimise the cost to the public purse.

### Developer contributions and development viability

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

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

### Mechanism for requiring developer contributions

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

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

### Connectivity and Transport

**10.12** The movement of goods and people is a crucial issue in relation to the attainment of sustainable communities where people have access to a range of employment, educational, retail and leisure opportunities and health facilities. The focus of transport policy is on delivering improved accessibility whilst reducing carbon emissions, primarily by: encouraging active travel (walking and cycling); public transport use; and the use of less polluting technologies such as electric vehicles. These changes can also play a role in encouraging healthy lifestyles.

**10.13** The Tyne and Wear Local Transport Plan (LTP3, 2011) sets out the priorities for transport in Tyne and Wear. The Core Strategy must support and complement the overall vision and objectives set out in the Local Transport Plan, including the key challenges of: supporting economic development and regeneration; addressing climate change; and supporting safe and sustainable communities.

## 10 Infrastructure

**10.14** Therefore the key transport challenges for North Tyneside are:

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

# 10 Infrastructure

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## S/10.3 Transport

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

### Public Transport

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

- a. Supporting proposals to upgrade the Metro system through the 'Metro Reinvigoration' programme, including investment in new rolling stock, upgrade of existing stations and infrastructure;
- b. Improving access to, and safety of, Metro stations to make them more attractive and welcoming;
- c. Improving public transport interchanges to facilitate better integration between modes including provision for taxis, cycle parking and storage and car parking;
- d. Working with Nexus, bus operators and our major employers to maintain and enhance bus provision wherever possible. This will include improvement to services, improving bus stop accessibility, information and ticketing and moves to address safety;
- e. Promoting and providing accessible transport options for persons with reduced mobility, including Community Transport and Demand Responsive Transport (DRT) services, working in partnership with the voluntary sector where appropriate.
- f. Ensuring the retention and protection of essential infrastructure that will facilitate sustainable passenger and freight movements, including safeguarding of strategic transport routes. In particular, development which would obstruct or constrain the use of existing or former railway lines for a variety of transport uses – including heavy rail, light rail, and cycleways – will not be permitted.

### The Road Network

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

Priorities for improvements to the national strategic road network, in conjunction with the Highways Agency, will be focused on the A19(T) including:

- a. A19(T)/A1058 Silverlink Interchange major improvements;
- b. A19(T)/A1056 Killingworth Interchange local improvements;

The Council will also prioritise targeted improvements at other key points on the network including at A1056 Sandy Lane.

Other priorities for improvements to the local road network will be examined as and when required.

### Pedestrians, Cyclists and Horse-Riders

## 10 Infrastructure

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

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

### DM/10.4 New Development and Transport

The Council and its partners will ensure that the transport requirements of new development are taken into account, and that:

- a. Accessibility will be improved and transport choice widened, by ensuring that all new development is well serviced by an attractive choice of transport modes, including public transport, footpaths and cycle routes. Connections should be integrated into existing networks and opportunities to improve connectivity identified;
- b. All major development proposals likely to generate significant additional journeys will be required to be accompanied by a Transport Assessment and a Travel Plan;
- c. The number of car and cycle parking spaces provided in new developments will be in accordance with standards set out in the Transport and Highways SPD (LDD12);
- d. New developments will need to demonstrate that existing or proposed public transport levels can accommodate development proposals, or where necessary, identify opportunities for public transport improvements.
- e. On developments considered appropriate, the Council will require charging points to be provided for electric vehicles.

- 10.15** Good connectivity both within North Tyneside and to the wider regional and national transport networks, for both passengers and freight, is important to support the growth and regeneration of the Borough. The Local Plan supports the delivery of an improved transport network for North Tyneside to ensure integration of land-use and transport planning.
- 10.16** Strategic transport policy for Tyne and Wear is set out in the third Local Transport Plan (LTP3), which consists of an overall ten-year strategy (2011-2021) and separate three-year delivery plans. The Plan is the responsibility of Tyne and Wear Integrated Transport Authority (ITA).
- 10.17** An integrated strategic public transport network is necessary to support the development of the Borough as a focus for housing employment, shopping and leisure. The integration and ease of change between different transport modes - including metro, bus, ferry and private transport - is vital in order for public transport to become an increasingly attractive travel option.

## 10 Infrastructure

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- 10.18** The Metro system will see investment through the £385 million 'Metro Reinvigoration' programme over a twenty year period to improve vital infrastructure including stations and rolling stock. Buses will continue to form an important part of local public transport provision throughout the plan period. Potential improvements to infrastructure include junctions on the A1058 Coast Road and Balliol Bus Link, which would improve links from Gosforth Business Park to Balliol and Quorum Business Parks in the Longbenton area. Specific local measures to deliver improved priority and reliability for bus services will be delivered where appropriate. Taxis and private hire vehicles also play an important role in the wider public transport network.
- 10.19** Specific examples of route safeguarding may include:
- Blyth and Tyne Railway – potential should be retained for re-opening of this route for passenger traffic to South East Northumberland - linking North Tyneside to Ashington, Bedlington and Morpeth - including the possibility for an interchange station with Metro and bus at Northumberland Park;
  - Port of Tyne rail link – safeguarding of the former rail corridor from Northumberland Park to the Port of Tyne retaining the potential for both passenger and freight traffic;
  - Newcastle Airport rail link – safeguarding of the Benton Curve (south to west) which will enable long term aspirations for a heavy rail link to Newcastle Airport to be realised.
- 10.20** The waggonway network provides a high-quality network of traffic-free paths for walking, cycling and horse riding, both for leisure and as a means of transport, as well as encouraging healthy lifestyles. However there is scope for improvement to walking and cycling facilities.
- 10.21** While improvement of accessibility to public transport services will be a priority, some people will have little choice but to make at least part of their journey by car. Road congestion is relatively low, except at peak times at locations such as A1056 Sandy Lane, A19(T) Tyne Tunnel and the A19(T)/A1058 Silverlink Interchange. As such, existing and future commuting patterns will have to be carefully managed.
- 10.22** The efficient operation of both the local and strategic highway network is vital to support the growth and the long term viability of North Tyneside's economy whilst also limiting the environmental effect of excessive congestion. North Tyneside's Network Management Plan sets out a strategy of making the best use of the existing highway network in a coordinated way. Highway improvements will be expected to address the needs of all users and in particular those of pedestrians and cyclists.
- 10.23** In conjunction with the Highways Agency it is anticipated that some key junctions on the Strategic Road network will be improved by major schemes, notably A19(T)-A1058 Silverlink interchange. This interchange, with over 100,000 vehicle movements per day, already experiences significant congestion in both the morning and evening peaks. A preferred option of the Silverlink junction has been considered and it is anticipated that the Highways Agency will formally submit a formal planning application to the Planning Inspectorate in Autumn 2014, given it is classed as a Nationally Significant Infrastructure Project. A preferred option for the Silverlink Junction has been considered but detailed design of the project will not begin until 2015. In the meanwhile an interim scheme, recently completed by the Highways Agency, will bring some short-term relief. However, the Council will continue to support the major scheme to be brought forward.



## 10 Infrastructure

- 10.24** Transport Assessments are required for new developments in accordance with the 'Guidance on Transport Assessment' (Department for Transport 2007) and DfT Circular 02/2007 'Planning and the Strategic Road Network'. Travel Plans are necessary to conform with the Council's Transport and Highways SPD (LDD12).
- 10.25** As transport projects reach the design stage there will be a need to safeguard land required for the implementation of schemes. When projects are sufficiently advanced, improvement lines or land will be safeguarded in the appropriate Local Development Documents.

### Coastal Sub Area: Car Parking at the Coast

#### Coastal Transport

- 10.26** Whitley Bay is well served by public transport with regular bus services and Metro station. The town centre does have large volumes of traffic passing through the heart of the town and a balance could be struck between allowing traffic through the town centre but minimising its impact on visitors. Developing a scheme for Whitley Road that could improve the public realm and help create a sense of place within the centre of Whitley Bay would require further detailed consideration of how it could benefit the town centre.
- 10.27** One consideration is the use of a shared surface, which has been very successful in a number of British town and city centres when used in preference to full pedestrianisation, or a conventional, fully segregated carriageway/ footway arrangement. One of the benefits of Whitley Bay town centre is its relatively compact size and large residential areas that surround it. At present the environmental quality of Whitley Bay does not positively contribute to the townscape of the town. Creation of a 'shared' surface feel to reduce traffic speeds and better organised pedestrian space could help contribute to a more attractive heart in the centre for people to enjoy.
- 10.28** Additional car parking space on the former library site will help serve the town centre and the seafront. However, car parking arrangements will be kept under review with clear information of where you can park for free, where you have to pay, where there is short term and long term parking available. Clear signage and parking information will help tackle the perception that there is a lack of parking available within the town centre. Linked to this, as redevelopment schemes come forward, it is important to understand the role they can play in helping to improve the parking provision within the town centre.
- 10.29** While improvement of accessibility to public transport services will be a priority, some people will have little choice but to make at least part of their journey by car. Car parking is a key factor to encourage visitors to the coast and maintaining the level of car parking was a clear aspiration from previous consultations. The Council recognises the importance of car parking to support the local economy and the Council Parking Strategy identifies the option to explore opportunities to acquire land adjacent to car parks with the aim of increasing the capacity. Any loss of car parking at the coast should only be acceptable if it is replicated elsewhere in a suitable location.

### AS/10.5 Coastal Transport

Through partnership working the Council will:

- a. Seek to balance competing needs on Whitley Bay town centre road network, including the need to maintain traffic circulation and minimise congestion with opportunities to give greater priority to pedestrians, cyclists, public transport users and people with disabilities;
- b. Improve the street network connecting the town and the seafront, attractions and points of arrival;
- c. Continue to reduce vehicle access, where feasible, within Whitley Bay town centre and implement pedestrian and cycle priority schemes to improve the environmental quality of the streets;
- d. Seek to ensure that servicing and delivery arrangements meet the reasonable needs of business through improved off street servicing and loading facilities; and
- e. Seek to increase public car parking opportunities as part of town centre developments
- f. If a car parking site is lost that serves the coast then it will be replaced by another site(s) in a suitable coastal location with the equivalent numbers of spaces, where there is an identified need.

### Wallsend Sub Area: Transport and Accessibility

- 10.30** Wallsend and Willington Quay are well connected places. The Metro makes travel to Newcastle City Centre, the coast or across Tyne and Wear, fast and accessible. A number of bus services also provide frequent services to the town from across North Tyneside and Newcastle and provide access to major centres of employment including the Cobalt Business Park and Silverlink. Given this, key to improving services and encouraging usage therefore lies largely in the infrastructure that surrounds them and the users perceptions of the usability and safety of the public transport network around Wallsend.
- 10.31** The nature of the town with close knit residential streets surrounding the town centre make walking into the town a preferred choice for those who are able and live close. That proximity is also reflected in parking patterns with on street parking a tempting alternative for those who drive into the town centre, creating conflict with residents and harming the environment of surrounding streets. The North Tyneside Parking Strategy over recent years has introduced Resident Permit Schemes restricting on-street parking, whilst use of short stay public car parks is free for two hours. This has been effective in reducing on street parking, but parking provision has remained an issue for many who live in and visit Wallsend.

## 10 Infrastructure

### AS/10.6 Wallsend: Transport and Accessibility in the Town Centre

In seeking to enhance accessibility and encourage walking, cycling and public transport as sustainable ways of getting about in Wallsend and Willington Quay, the Council will:

- a. Ensure Wallsend town centre is safe and attractive with facilities that encourage visitors to walk or cycle to the town,
- b. Safeguard bus services to the heart of Wallsend town centre, with frequent bus services calling at The Forum Shopping Centre,
- c. Working with NEXUS, improve the surroundings, environment and safety of the area's Metro stations at Wallsend, Hadrian Road and Howdon.
- d. Encourage walking and cycling between the town centre and riverside, particularly Willington Gut and Segedunum Roman Fort through improvements that deliver safer and more attractive streets.

### North West Communities Sub Area: Sustainable Transport and Traffic Management

- 10.32** The isolation of the North West settlements mean that a good range of sustainable transport options need to be available to allow people to reach the services and facilities they need to and to avoid reliance on private car.
- 10.33** The North West does not, like the majority of the remainder of the Borough, benefit from the Tyne and Wear Metro system. Public transport options therefore have to focus on bus provision and so sufficient, good quality services need to be in place to serve the North West.
- 10.34** Active travel (for example, walking or cycling) is another sustainable transport option for the North West. One the remnants of the area's mining past is the network of Waggonways that, thanks to recent regeneration, are well surfaced and lit, and are proving popular and well-used by pedestrians, cyclists and horse-riders.
- 10.35** This policy for the North West Communities reflects the aspirations of the NPPF, which advocates a transport system that is balanced in favour of sustainable transport modes.
- 10.36** Good public transport connectivity is especially important for residents in the North West, due to the area's relative isolation. Should bus services not be safeguarded, it could result in an over-reliance on the private car, or for those with no car, the inability to access the services and facilities they need. Access to employment and education services are vital to ensuring a positive future for residents and the borough.
- 10.37** To secure their successful future, it is important that the area's schools, shops and services are utilised by local residents rather than have them travel outside the area, which although further away, may be easier to reach. Good access throughout the North West is therefore as important as access beyond.

## 10 Infrastructure

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- 10.38** Studies are currently being undertaken by Northumberland County Council to ascertain the feasibility of reopening the Ashington, Blyth and Tyne Freight Line for passenger services. Bringing back regular passenger trains between Newcastle and Ashington has been a long-held ambition of Northumberland County Council, who recognise the project as an opportunity to improve residents' accessibility to employment and to attract inward investors. The nearest proposed station to the North West area would be at Seghill and/or Northumberland Park. It is important that bus services to these areas are in place to allow for the North West to reap the benefits of the rail link.
- 10.39** Active travel provides a viable alternative to the private car, but only if it is encouraged through providing and protecting the correct infrastructure, and ensuring its usability and safety. Active travel should not be discouraged by the roads in the area, and so safe crossing measures should be provided where appropriate to allow for a joined-up active travel network.
- 10.40** The North West is well-served by the major road network and it is a great asset to the area. However, at times they can become congested, and commuters have been known to use the villages as "rat-runs", such as Front Street, Annitsford to achieve a quicker route through the busy Moor Farm roundabout, and through Burradon / Camperdown to bypass queues at the Sandy Lane roundabout. These rat runs impact on the quality of life for residents and discourage opportunities for safe, active travel.

### AS/10.7 Sustainable transport and traffic management for the North West

To improve linkages between communities in the North West and beyond, the Council will:

- a. Work with NEXUS and neighbouring authorities to safeguard and improve the area's bus service provision.
- b. Ensure the Waggonways, plus other traffic-free travel routes, will be protected from loss. They will continue to be well-maintained and managed.
- c. Pursue suitable road crossing measures, where required, to allow better active travel movement. Two potential projects are:
  - i. An appropriate safe crossing point to serve the pupils of Seaton Burn College
  - ii. Sandy Lane to link up the public bridle way.
- d. Explore appropriate traffic calming measures in the North West villages, with the aim of discouraging "rat runs" to avoid congested main routes.

### Energy Production and Distribution

- 10.41** Promoting sustainable development and dealing with issues of climate change are key principles, which help to support the overall vision of the Local Plan. The use of renewable and low carbon energy has an increasingly important role to play in meeting these principles. Renewable energy can provide a significant proportion of the energy needs while reducing carbon emissions and increasing efficiency.

## 10 Infrastructure

### DM/10.8 Renewable Energy and Low-Carbon Technologies

The Council will encourage the local production of energy from renewable and low carbon sources to help to reduce carbon emissions. The Council will also encourage and support community energy schemes that reduce, manage and generate energy to bring benefits to the local community.

Where planning permission is required, proposals for development involving the provision of renewable and/or low carbon technologies, including micro-generation technologies, will be supported and encouraged except where the proposal would have unacceptable adverse effects which are not outweighed by the local and wider environmental, economic, social and other considerations of the development.

Commercial scale renewable energy generation projects will be supported in locations where other policies of the plan can be satisfied. Developments of this type should be supported by a comprehensive assessment of their impact. When considering applications, regard will be given to the wider benefits of providing the energy from renewable sources as well as the potential effects at the local scale.

- 10.42** Energy from renewable sources make an important contribution to reducing greenhouse gas emissions, which are the main cause of global warming and climate change. The promotion and use of renewable energy resources is a key element of national planning policy and an important aspect of sustainable development.
- 10.43** The Sustainable Community Strategy envisages a Borough where energy is derived principally from renewable resources, cheaply and efficiently available to all. It is therefore important that the Local Plan policies make a strong and achievable response to climate change while striking a balance between sustainability and economic objectives.

### Water Management

- 10.44** The North East's abundant fresh water supply, including from Kielder Water, is a major industrial, environmental and recreational asset. Unlike many parts of the country there are no current issues relating to water supply in North Tyneside. However, the anticipated growth in population over the plan period will increase overall water demand. Climate change and increased development may also increase surface run-off, foul and storm water discharge and make it more difficult to retain rainfall for utilisation.

## 10 Infrastructure

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### S/10.9 : Water Supply

The Council will work with developers, residents and Northumbrian Water Ltd to ensure that North Tyneside's future water resource needs, wastewater treatment and drainage infrastructure are managed effectively in a coordinated manner by:

- a. Ensuring that water supply, sewerage and drainage infrastructure is in place in tandem with development, to accommodate the levels of growth anticipated within the Borough and,
- b. Ensuring that surface water run-off and SUDS are incorporated within all new developments, where practicable and suitable for the development.

Applicants will be required to identify the impact that new development may have on existing water supply and wastewater infrastructure. Improvements to water infrastructure will need to be identified and implemented alongside growth and prior to the occupation of new development to ensure water infrastructure is sustainable. The priority is to reduce the amount of surface water entering the sewerage system to avoid unnecessary treatment.

### DM/10.10 : Sustainable Drainage

Post-development surface water run-off must not exceed pre-development levels. Sustainable drainage systems must achieve an infiltration capacity to meet or exceed greenfield conditions, incorporating an allowance for climate change. Where practicable, they should be designed and located to improve biodiversity, the landscape, water quality and local amenity.

Plans for new drainage systems need to be approved by North Tyneside Council (as SUDS approval body) before construction can start. Applicants will be required to show, with evidence, they comply with the National Standards for sustainable drainage systems, particularly in regard to runoff destination.

The following destinations must be considered for surface runoff in order of preference:

- a. Discharge into the ground
- b. Discharge to a surface water body
- c. Discharge to a surface water sewer, or
- d. Discharge to a combined sewer

Only in exceptional circumstances, where a Flood Risk Assessment, local site conditions and/or engineering report show that sustainable drainage systems will not be feasible will the discharge of rainwater direct to a watercourse, surface water drain or to a combined sewer be considered.

## 10 Infrastructure

- 10.45** SUDS provide a method of discharging surface water to reduce the risk of flooding and pollution and should be employed where practicable. SUDS can offer opportunities for environmental and landscape enhancement, improving biodiversity and local amenity. Types of SUDS include green roofs, water butts, detention ponds, rain gardens etc. Where SUDS alone cannot provide total surface water drainage solutions, they can be used in conjunction with conventional piped systems. The Council will promote sustainable drainage systems with support from the Environment Agency and Northumbrian Water Ltd.
- 10.46** To ensure there is capacity at Howdon Sewerage Treatment Works to support growth, Northumbrian Water Ltd will invest in solutions to remove existing surface water from the public sewerage system and reduce the amount of water being processed. However, this is not a solution to guarantee long term capacity. Therefore, to ensure that growth can be accommodated sustainably by the water infrastructure, the policy requires that in all locations surface water should be controlled and minimised.

### Waste Management

- 10.47** Managing waste is an increasingly important issue for spatial planning and a key element of sustainable development. The goal of local policy is to reduce the amount of waste produced in North Tyneside and to responsibly manage any unavoidable waste produced. This will include addressing waste as a resource, minimising waste, managing unavoidable waste in ways that will minimise harmful effects and providing sufficient waste management capacity to meet current and future needs.
- 10.48** Waste arises from three principal sources - municipal, commercial, and industrial. In seeking to achieve a sustainable approach to development, emphasis is now placed on making the best use of land, including the adoption of an environmentally friendly strategy for the disposal of waste. In practise, this has led to the encouragement of a change in attitude to waste disposal, moving away from landfill to sustainable initiatives such as re-use and recycling. It is essential that greater emphasis is placed on avoiding waste production and managing waste produced in the most sustainable way, making use of waste as a resource and only disposing of the residue that has no value.



# 10 Infrastructure

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## S/10.11 Waste Management

The Local Planning Authority will encourage and support the minimisation of waste production, and the re-use and recovery of waste materials including, for example, re-cycling, composting and Energy from Waste recovery.

Proposals for waste management facilities to deal with waste arisings within the Borough will be encouraged based upon the following principles:

- a. Seeking to move the management of all waste streams up the waste hierarchy of prevention, re-use, recycling, recovery, disposal;
- b. Promoting the opportunities for on-site management of waste where it arises;
- c. Promoting the use of rubbish as a resource, particularly encouraging co-location of developments that can use each others waste materials;
- d. Achieving the objectives and targets for recycling/recovery for waste set out in the Council's Waste Strategy;
- e. Utilising appropriate capacity available elsewhere within the North East region;
- f. Promote opportunities to co-locate facilities together with complementary activities.

Sites will be located in sustainable locations, appropriate to the proposed waste management use and its operational characteristics, in accordance with the following sequential priorities:

- a. Employment sites where co-location with existing waste management processes is possible without detriment to residential amenity;
- b. Employment sites suitable for Use Classes B2 and B8;
- c. Sustainable locations within vacant previously developed land.

Sites for disposal of waste will only be permitted where it meets a need which cannot be met by treatment higher in the waste hierarchy.

## DM/10.12 Protection of Waste Facilities

Existing waste management facilities and land surrounding these facilities, as identified on Policies Map, will be protected unless it can be demonstrated that there is no longer a need for the facility or where capacity can be met elsewhere in North Tyneside.

Where an existing facility has had an adverse effect on its neighbourhood by virtue of visual impact or other nuisance, extension or intensification of that use will only be permitted where proposals can be shown to result in a significant reduction in that nuisance.

- 10.49** A 'waste hierarchy' has been devised through the Waste Framework Directive which ranks the methods of dealing with waste in order of preference. The National Waste Strategy sets national targets for reducing the amounts of waste sent to landfill. Waste planning policies are expected to support the waste hierarchy and contribute towards achieving national targets.

## 10 Infrastructure

- 10.50** The Council's aim for waste management is that an adequate range of waste management facilities should be provided to ensure that waste is treated and disposed of in a sustainable and environmentally acceptable way, balancing the social and environmental needs of the Borough. Waste management facilities will need to have the potential to meet the Government's waste management targets whilst taking into account potential spare capacity in adjacent local authority areas.
- 10.51** The North Tyneside Sustainable Waste Management Strategy provides the local framework for managing municipal waste and identifies a number of key objectives to improve the service. Progress has been good with significantly enhanced participation rates in re-cycling from just over 10% in 2003/4 to almost 36% in 2010/11. Progress in reversing waste production has also been good with household waste levels falling to 107,500 tonnes in 2010/11, significantly below past levels. In addition a range of innovative initiatives have reduced the amount of waste sent to landfill although non-recycled waste continues to be sent to landfill.
- 10.52** The North East authorities jointed commissioned a study on waste to inform the preparation of local plans, 'Model of Waste Arisings and Waste Management Capacity' 2012 by Urban Mines. The study includes a forecast of waste arising until 2030 and an assessment of the capacity of existing and planned waste facilities. This enables authorities to identify shortfalls in capacity and plan for this.
- 10.53** The current non-hazardous residual waste (what is left over after recyclables are removed) stands at 181,000 tonnes annually. Although, the borough has sufficient waste transfer capacity there is no local landfill or treatment capacity, we rely on facilities elsewhere in the region. Municipal waste is taken to a waste energy plant on Teesside or to landfill at Seghill, Northumberland. Separate arrangements apply for the disposal of commercial and industrial waste, much of which is dealt with through private contracts.
- 10.54** However, the Urban Mines study confirms that there is sufficient capacity in the region to manage and treat residual waste until 2030. Any shortfall in residual waste capacity is only likely to occur post 2030, although, it is likely that in this time there will new technologies and legislation to effect the capacity.
- 10.55** Subject to the current contract with SITA until 2022 being extended, and given the capacity within the region, it is felt that on balance it is unsustainable and unnecessary to allocate a major new landfill or treatment facility within North Tyneside.
- 10.56** Waste is classified as "Hazardous Waste" if it has characteristics that make it harmful to human health, or to the environment, either immediately or over an extended period of time. Hazardous waste is a sub-category of municipal waste, commercial and industrial waste and construction, demolition and excavation waste classed materials, as wastes within these categories can contain wastes that are hazardous. Taking figures from the Environment Agency's Hazardous Waste Interrogator 2010, arisings are 10,000 tonnes per annum compared to a local treatment capacity of 75,000 tonnes per annum.

# 10 Infrastructure

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## Community Infrastructure: Education, Health, Social

- 10.57** The Core Strategy can help to achieve community cohesion in a number of ways. It must take into account the needs of different groups in the borough, including ethnic groups, age groups and faith groups, and must make sure that they all have access to health, education, cultural and community facilities.
- 10.58** Facilities for culture and the arts are provided through a wide range of venues, and include places of worship, schools, heritage venues, libraries, museums, cinemas, shopping centres, pubs and cafés, streets and town squares, industrial and business premises, community centres (including health centres and hospitals), parks and open spaces, and other public venues.
- 10.59** Recreation, sport, culture and the arts are important aspects of any society. They contribute significantly to quality of life and wellbeing, community cohesion and learning, regeneration and the economy, and cover a wide variety of activities and industries. There are a broad range of indoor and outdoor recreation facilities in the Borough, including sports halls, leisure centres, swimming pools and commercial leisure opportunities.
- 10.60** In North Tyneside there is one major hospital, North Tyneside General Hospital, and 36 GP surgeries as well as six leisure centres, 15 libraries, and a number of parks across the Borough. There are two school systems in operation: a three-tier system in Whitley Bay and Monkseaton; and a two-tier system in the rest of the Borough. In total there are 71 schools across North Tyneside. In addition, there are also facilities for both private health and education provision in the Borough.

### S/10.13 Community Infrastructure

The Council and its partners will ensure that local cultural activities and community facilities are located in the neighbourhoods that they serve.

- a. Priority will be given to the provision of facilities that contribute towards sustainable communities. In particular, catering for the needs of the growing population around key housing sites;
- b. Access to education and health care facilities will be maintained, and where necessary, improved throughout the Borough;
- c. Existing facilities will be enhanced, and multi-purpose use encouraged, providing a range of services and facilities to the community at one accessible location;
- d. Opportunities to widen the cultural, sport and recreation offer will be supported;
- e. The quantity and quality of open space, sport and recreation facilities throughout the Borough will be maintained and enhanced.

Where land or buildings used as community facilities are deemed surplus to requirements, priority should be given to alternative community uses. The Council will resist losses unless:

- a. No short term fall in provision will be created;
- b. Adequate alternative facilities are already available in the area;
- c. Replacement facilities that meets the needs of the local population are provided;
- d. Land and buildings have been marketed for a 6 week period (including to local voluntary and community groups).

## 10 Infrastructure

**10.61** Community facilities are an essential element in the creation of sustainable communities. The Core Strategy seeks to provide a range of facilities at the heart of every community. Community facilities can contribute to community cohesion and identity, can give opportunities for residents to pursue healthy and fulfilling lifestyles, and can also reduce the need to travel by providing easy access to multiple facilities. The Council needs to take into account the plans of other service providers including those relating to health care and education.

### Telecommunications – Broadband, mobile phone masts and equipment

#### Mobile Phones

As mobile technology has evolved, we have been able to do more and more with our mobile phones. Second Generation (2G) mobile phone technology gave us voice calls and text messages, and Third Generation (3G) gave us access to the Internet and other data on the move. More recently, 4G brings superfast mobile broadband at speeds roughly equivalent to those you would expect from a fixed broadband connection.

A significant proportion of the population use and benefit greatly from the use of mobiles phones that are now largely an integral part of modern day life. This ubiquity, together with our increasing demands for data i.e. accessing the internet, puts more pressure on network capacity. The move from 2G to 3G resulted in the need for more base stations to keep pace with customer demand and because the higher frequencies used for some 3G services meant signals did not travel as far. However, at the same time, the operators have been streamlining their networks, sharing more base stations to significantly reduce the amount of infrastructure they need to use.

Current guidance indicates that operators anticipate largely using existing network infrastructure for the provision of 4G services, and are also similarly upgrading their 2G and 3G network infrastructure to improve capacity and coverage. However, this does not mean that there will not be a need for any new base stations. For example, more base stations will be needed in areas where there has previously been only limited coverage, and where coverage and capacity needs to be enhanced in line with customer demand. Some new sites will be required to replace existing sites that are lost, for example, through redevelopment of an existing building. Some existing masts may need to be redeveloped to enable an upgrade to take place.

#### Broadband

Access to high speed broadband connections are of increasing importance to both businesses and residents, as the opportunities presented by the technology continue to expand. However, some areas of North Tyneside currently have only limited broadband connectivity whilst new developments rarely take full advantage of the potential to include complete fibre-optic broadband connectivity.

The Government has set a target of achieving superfast broadband services to 90% of the country by 2015, with the remaining 10% provided with at least 2mbps. The Council's role in achieving this Government target is to help facilitate the delivery of superfast broadband services by the private sector providers at the local level in areas where market conditions or geographic location mean that the private sector is not likely to deliver this objective. The Council will continue work with broadband providers to achieve the widest rollout of their infrastructure development and to achieve the best outcomes for residents of North Tyneside.

## 10 Infrastructure

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### DM/10.14 Telecommunications – Broadband, mobile phone masts and equipment

The Council supports the development and extension of telecommunications services. Proposals for new homes or employment development will be encouraged to consider and make provision for high-speed broadband connectivity. Specific proposals for telecommunications development (including radio masts), equipment and installations will be permitted where:

- a. There is a justifiable need for the development.
- b. There are no satisfactory alternative sites for telecommunications available.
- c. No reasonable possibilities exist to share existing telecommunication facilities.
- d. Existing buildings and structures are used where possible to site new antennas rather than erection of new masts.
- e. The development is sited and designed to respect the character and appearance of the surrounding area.
- f. Where applicable, impact on the building on which equipment is installed is minimised.
- g. Proposals subject to government guidelines on non-ionising radiation protection are accompanied by an International Commission on Non-Ionizing Radiation Protection certificate.

Telecommunications developments can by their nature potentially have considerable impact upon the visual amenity of the surrounding area and in particular upon high quality landscapes and the built environment. In large new developments, non-mobile telecommunications equipment should be provided underground through the laying of adequate ducting to meet reasonably foreseeable demands.

Within existing areas the Council is committed to ensuring that telecommunication developments are appropriately designed and sited in accordance with the principle of minimising such impacts. The Council will accordingly encourage all telecommunications operators to enter into early discussions with organisations with an interest in the proposed development in order to identify possible conflicts at an early stage and to guide telecommunications developments to appropriate locations.

This policy is design to prevent inappropriate development and to ensure that applications for telecommunications development are accompanied by the necessary evidence to justify the proposed development site and its design. This supports the requirements set out in paragraph 45 of NPPF for consideration of such schemes and the Code of Best Practice on Mobile Network Development in England, 2013.

The policy also reflects but does not duplicate the requirements for applications to be accompanied by an International Commission on Non-Ionizing Radiation Protection certificate. If proposals benefit from such a certificate, planning authorities are not required to make any further judgement on health and safety issues.

The term 'proposal' in the policy means those proposals that are the subject of a planning application and those seeking a determination relating to the prior approval of the siting and appearance of permitted development. More detailed advice relating to the location, design and consultation of telecommunications equipment is set out in the Council's Planning Advice Note of Telecommunications.

# 11 Potential Development Sites

## 11 Potential Development Sites

### Potential Development Sites

- 11.1** This section of the consultation draft local plan sets out the details of the full range of potential development sites that are being considered to help meet the objectively assessed requirements for growth and development in North Tyneside to 2030.
- 11.2** The Council is **not** proposing the development of **all** the sites outlined below. This would greatly exceed requirements for development in the Borough. **No decisions have yet been made by the Council about the inclusion of any of these sites within the Local Plan.**
- 11.3** The sites are published here to help work towards the next formal stage of the Local Plan. At this stage the sites outlined are those to be considered in seeking land to meet the overall requirements for:
- Employment development of some 170 hectares.
  - Retail development for comparison uses of 29,000 square metres.
  - Housing development for some 10,500 to 12,000 homes net. As outlined through policies S/7.1 this amounts to a current requirement for sites once current planning permissions and estimated demolitions are taken into account of about 9,655 homes.
- 11.4** The sites included in this consultation draft schedule have been identified through the Strategic Housing Land Availability Assessment process or are existing areas of employment land included within the Councils database of available land for employment, and considered as part of the Employment Land Review. Overall where sites are potentially suitable for housing development, they are generally:
- Not included on existing areas of green belt.
  - Not part of existing areas of open space, unless they have been indicated to be surplus or are known to be able to contribute to enhancing open space provision.
  - Capable of being accessed or there is reasonable prospect that suitable access could be achieved.
  - Would not lead to significant conflict of uses between residential and industrial or other processes.
  - Reflect strategic priorities to promote the A19(T) economic corridor and River Tyne North Bank for business and industrial uses.
- 11.5** Following the responses received to this Local Plan Consultation Draft, and taking into consideration the evidence that is being compiled regarding the sustainability, suitability and viable delivery of sites a series of preferred sites for development that meet the Borough's identified requirements for development will be identified.
- 11.6** At this point the Council will publish its findings on the preferred sites, that will then be subject to further consultation as the Local Plan is advanced.
- 11.7** At this point the anticipated phasing for delivery of the land in keeping with the principles set out within this plan to prioritise brownfield land ahead of Greenfield land will be outlined. This will need to additionally take into consideration:

## 11 Potential Development Sites

- a. The viability of development sites in current and anticipated future market conditions.
- b. The requirement to maintain a rolling five year supply of deliverable housing sites.

### Draft Policies Map

**11.8** You can access the Draft Policies Map that displays all the proposals and potential development sites in this Consultation Draft Local Plan here:

[http://www.northtyneside.gov.uk/pls/portal/NTC\\_PSCM.PSCM\\_Web.download?p\\_ID=548163](http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=548163)

### The site schedule

**11.9** The site schedule below does not provide a map of each site. Due to the overall number of sites involved this would not be practical within the consultation draft plan itself. However, you can view a plan of each of the sites online in the background paper - "**North Tyneside Local Plan: Consultation Draft - Potential Development Sites**" here [http://www.northtyneside.gov.uk/pls/portal/NTC\\_PSCM.PSCM\\_Web.download?p\\_ID=547795](http://www.northtyneside.gov.uk/pls/portal/NTC_PSCM.PSCM_Web.download?p_ID=547795). The schedule below can be cross referenced with this document to identify any specific site.

- **Reference Numbers**

**11.10** Each site is identified by a reference number. You can use this to locate the site on the draft Policies Map and background paper "North Tyneside Local Plan: Consultation Draft - Potential Development Sites".

- **Strategic Sub Areas**

**11.11** Each of the sites are identified by their sub area either Wallsend, North Shields, the Coast, the North West of generally Borough Wide.

- **Potential Uses**

**11.12** For a number of sites a mix or range of potential uses are included. This reflects both the alternative uses the sites could be put to and the range of uses and activities that might be present as part of a wider scheme.

**11.13** For some sites, particularly the larger potential locations, any scheme for development would include significant areas of open space and a mix of uses including the provision of new infrastructure, such as schools, services and facilities to ensure the delivery of sustainable mixed communities. Such locations are not published with the intention of delivering wall to wall housing.

- **Number of Homes**

**11.14** Where it has been assessed that a site may have potential to accommodate housing an estimate of the potential number of homes that could be delivered is included. Please note that for a small number of large sites housing delivery may continue beyond the plan period up to 2030. This reflects the overall rate of house building that could be achieved on a given site.



## II Potential Development Sites

Ref No	Site Name	Strategic Sub Area	Potential Sites	Total site area (ha)	Potential Number of Homes	Brownfield/ Greenfield
1	Hadrian Road - Land South of Metro	Wallsend	Residential and/or Employment	1.14	41	Brownfield
2	Cedar Grove Block	Wallsend	Residential and/or Employment	0.70	25	Brownfield
4	Community Centre	Wallsend	Residential and/or Other town Centre	0.07	3	Brownfield
5	Town Hall (Wallsend Baths)	Wallsend	Residential and/or Other town Centre	0.34	12	Brownfield
6	Car Park East	Wallsend	Residential and/or Parking	0.13	7	Brownfield
8	Car Park West	Wallsend	Residential and/or Parking	0.12	6	Brownfield
9	Police Station	Wallsend	Residential and/or Other town Centre	0.16	8	Brownfield
10	Library	Wallsend	Residential and/or Other town Centre	0.26	13	Brownfield
37	Land adjacent to East End Park	Wallsend	Residential and/or Open Space, Leisure, Recreation	13.87	208	mixed
38	Langdale Centre	Remaining Urban Area	Residential and/or training (existing use)	4.66	69	Brownfield
46	Alexander St and Northumberland St Blo	Wallsend	Residential and/or other town centre uses	0.19	10	Brownfield
56	West Moor	Remaining Urban Area	Residential and/or Employment	2.55	57	Greenfield
57	Balliol East	Remaining Urban Area	Residential and/or Employment	25.92	583	Greenfield
58	Howdon Green	Wallsend	Residential and/or Employment	2.84	83	Brownfield

## II Potential Development Sites

59	Swales Industrial Estate	Wallsend	Residential and/or Employment	2.60	0	Brownfield
63	West Chirton South	Remaining Urban Area	Residential and/or Employment and Retail	28.95	420	Brownfield
65	Shiremoor West (South)	Remaining Urban Area	Residential and/or Employment	16.53	590	Greenfield
66	Backworth Business Park & Cottages	Remaining Urban Area	Residential and/or Employment	5.09	67	Both - mostly greenfield
67	Foxhunters	Remaining Urban Area	Residential and/or Employment	2.72	61	Brownfield
68	Annitsford Farm	North West	Residential and/or Employment	17.54	400	Greenfield
70	Tyneview Park	Remaining Urban Area	Residential and/or Employment	3.82	86	Greenfield
71	Station Road (West)	Remaining Urban Area	Residential and/or Retail (small scale)	24.90	500	Greenfield
72	Station Road (East)	Remaining Urban Area	Residential and Community Infrastructure and/or Employment	28.82	650	Greenfield
74a	Killingworth Moor A	Remaining Urban Area	Residential and Retail (Small scale), Open Space, Leisure, Recreation , Community Infrastructure and/or employment	23.91	538	Both - mostly greenfield
74b	Killingworth Moor B	Remaining Urban Area	Residential and Retail (Small scale), Open Space, Leisure, Recreation , Community Infrastructure and/or employment	37.11	280	Greenfield
74c	Killingworth Moor C	Remaining Urban Area	Residential and Retail (Small scale), Open Space, Leisure, Recreation , Community Infrastructure and/or employment	29.00	315	Greenfield
75	High Farm	Remaining Urban Area	Residential and Open Space, Leisure, Recreation	40.83	600	Greenfield

## II Potential Development Sites

			, Community Infrastructure			
76ai	Murton Ai	Remaining Urban Area	Residential and Retail (Small scale), Open Space, Leisure, Recreation , Community Infrastructure and/or employment	19.38	436	Greenfield
76aii	Murton Aii	Remaining Urban Area	Residential and Retail (Small scale), Open Space, Leisure, Recreation , Community Infrastructure and/or employment	25.45	572	Greenfield
76b	Murton B	Remaining Urban Area	Residential and Retail (Small scale), Open Space, Leisure, Recreation , Community Infrastructure and/or employment	48.01	1080	Greenfield
76c	Murton C	Remaining Urban Area	Residential and Retail (Small scale), Open Space, Leisure, Recreation , Community Infrastructure and/or employment	34.49	245	Greenfield
76d	Murton D	Remaining Urban Area	Residential and Retail (Small scale), Open Space, Leisure, Recreation , Community Infrastructure and/or employment	29.07	245	Greenfield
76e	Murton E	Remaining Urban Area	Residential and Retail (Small scale), Open Space, Leisure, Recreation , Community Infrastructure and/or employment	44.92	245	Greenfield
76f	Murton F	Remaining Urban Area	Residential and Retail (Small scale), Open Space, Leisure, Recreation , Community Infrastructure and/or employment	36.46	245	Greenfield
77	Shiremoor West (North)	Remaining Urban Area	Residential and Community Infrastructure	11.57	0	Greenfield

## II Potential Development Sites

83	Tynemouth Victoria Jubilee Infirmary	Remaining Urban Area	Residential and/or health (existing retained if required)	1.48	54	Brownfield
85	Land at 26-37 Clive Street	North Shields	Residential and / or employment	0.30	12	Brownfield
87	Rosehill Road (Persimmon)	Wallsend	Residential and Open Space, Leisure, Recreation	4.28	30	Brownfield
91	Percy Main Bus Depot	Remaining Urban Area	Residential and/or Employment	0.45	12	Brownfield
92	Moorhouses Reservoir	Remaining Urban Area	Residential and / or employment	3.22	50	Brownfield
95	Grieves Row	North West	Residential and/or Employment	2.84	64	Brownfield
97	Site 18R	North Shields	Residential and/or Open Space, Leisure, Recreation and/or Employment	1.39	50	Brownfield
102a	Ice Rink, Football Ground and surround	Remaining Urban Area	Residential and/or Open Space, Leisure, Recreation and/or Employment	9.32	210	Both - mostly PDL
108	A19 Corridor 1	Remaining Urban Area	Residential and/or Employment	59.40	200	Greenfield
110	A19 Corridor 3	Remaining Urban Area	Residential and/or Employment	15.45	250	Greenfield
130	Howdon CSC	Remaining Urban Area	Residential and/or Retail	0.24	10	Brownfield
138	St Stephen's Primary School	Remaining Urban Area	Residential and/or education (existing if required)	2.08	47	Brownfield
139	St Bartholomew's Primary School	Remaining Urban Area	Residential and/or education (existing if required)	1.23	44	Brownfield
155	Shiremoor Allotments (Moor Edge)	Remaining Urban Area	Residential (if allocations re-provided in local area) and/or employment (if allotments provided in local area)	2.94	53	Greenfield

## II Potential Development Sites

189	Charlton Court	Remaining Urban Area	Residential and/or former sheltered home	1.40	15	Both - mostly greenfield
192	Mullen Road and Depot	Remaining Urban Area	Residential and/or Council Depot, nurseries	1.14	18	Brownfield
198	Land at Coble Dene	North Shields	Residential and/or Employment	0.24	7	Brownfield
219	Marine Park And Cocquet Park First Sch	Coast	Residential and/or other town centre uses	0.59	41	Brownfield
233	Fleur De Lis	North Shields	Residential and/or other town centre uses	0.14	35	Brownfield
234	Co Op Buildings	Remaining Urban Area	Residential and/or employment	0.28	33	Brownfield
237	Wallington Court	Remaining Urban Area	Residential and/or former sheltered home	0.36	10	Brownfield
250	35 Esplanade	Coast	Residential and/or other town centre uses	0.07	22	Brownfield
251	Beadnell Court	Remaining Urban Area	Residential and/or former sheltered home	0.22	18	Brownfield
253	Bonchester Court	Remaining Urban Area	Residential and/or former sheltered home	0.22	16	Brownfield
257	Carville Hotel	Wallsend	Residential and/or other town centre uses	0.12	20	Brownfield
274	Parkside School	Remaining Urban Area	Residential and/or education (existing if required)	2.47	56	Brownfield
277a	Stephenson Industrial Estate East	Remaining Urban Area	Residential and/or Employment	6.49	92	Brownfield
278	Stephenson Industrial Estate West	Remaining Urban Area	Residential and/or Employment	7.30	164	Brownfield
280	Tanners Bank West (S)	North Shields	Residential and/or Employment	1.85	100	Brownfield

## 11 Potential Development Sites

281	Tanners Bank East	North Shields	Residential and/or Employment	1.17	42	Brownfield
282	Brewhouse Bank A	North Shields	Residential and/or Employment	0.51	18	Brownfield
284	East George Street	North Shields	Residential and/or Employment	0.87	31	Brownfield
285	Hutson St. / East George St. Block	North Shields	Residential and/or Employment	0.45	16	Brownfield
286	North Tyne Industrial Estate	Remaining Urban Area	Residential and/or Employment, retail	22.00	320	Brownfield
287	Bellway Industrial Estate	Remaining Urban Area	Residential and/or Employment, retail	9.21	200	Brownfield
288	Dock Road Industrial Estate	North Shields	Residential and/or Employment	4.25	128	Brownfield
291	Chapelville	North West	Residential and/or Open Space, Leisure, Recreation		5	
295	Earsdon Road	Remaining Urban Area	Residential and/or other town centre uses	1.06	45	Brownfield
298	Land to the rear of Midhurst Road	Remaining Urban Area	Residential and/or Open Space, Leisure, Recreation (allotments)	1.82	50	Brownfield
299	Land at North Shields Metro	North Shields	Residential and/or Retail	0.52	30	Brownfield
302	Metro Sidings at Waterville Road	North Shields	Residential and/or other town centre uses (B1a offices)	1.24	45	Brownfield
307	Percy Hedley School	Remaining Urban Area	Residential and/or employment	0.62	22	Brownfield
311	Land at Albion Road	North Shields	Residential and/or Employment / car parking	0.25	10	Brownfield
312	Stephenson House	North Shields	Residential and/or Employment	0.10	5	Brownfield

## 11 Potential Development Sites

314	Norfolk St/Stephenson St Car Parks Office	North Shields	Residential and/or Employment and/or residential and Retail and Parking	1.03	41	Brownfield
315	Albion House	North Shields	Residential and/or Employment	0.79	36	Brownfield
317	Plot 11	Remaining Urban Area	Residential and/or Employment	2.05	46	Greenfield
323	Bingo Hall, North Shields	North Shields	Residential and/or other town centre uses and/or open space	0.12	6	Brownfield
324	Land at Waldo Street	North Shields	Residential and/or Open space, recreation and leisure	0.11	6	Brownfield
327	Home Group	Wallsend	Residential and/or other town centre uses	0.15	8	Brownfield
328	Snooker Hall	Wallsend	Residential and/or other town centre uses	0.10	6	Brownfield
331	Longbenton Foods	Remaining Urban Area	Residential and/or Employment	10.13	128	Brownfield
333	Land west of Camperdown Industrial Est	North West	Residential and/or Employment	8.14	183	Greenfield
335	High Point Hotel	Coast	Residential and/or other town centre uses	0.17	15	Brownfield
337	Whisky Bends	Coast	Residential and/or other town centre uses	0.02	5	Brownfield
344	Gasometer at Minton Lane	North Shields	Residential and/or Employment	1.63	59	Brownfield
345	Land at Minton Lane	North Shields	Residential and/or Employment and open space, leisure, recreation	0.75	33	Brownfield
346	Howdon Gas Works	Wallsend	Residential and/or Employment	2.94	66	Brownfield
347	Land Adjacent to ROAB Club	Wallsend	Residential and/or other town centre uses	0.06	5	Brownfield



## II Potential Development Sites

348	Portugal Place Block	Wallsend	Residential and health, retail, leisure uses (part of sensitive development of site working with landowners)	0.50	25	Brownfield
349	Wet 'N Wild and Star Bowl	North Shields	Residential and/or retail or employment Open Space, Leisure, Recreation	3.27	98	Brownfield
352	Land at Backworth Metro	Remaining Urban Area	Retail and/or Residential	3.96	89	Greenfield
353	Dorset House	Wallsend	Residential and/or care home for elderly	0.80	29	Brownfield
354	Harvey Comb, Killingworth	Remaining Urban Area	Residential and/or Employment	6.02	140	Brownfield
355	Tanners Bank West (N)	North Shields	Residential and/or Employment	2.18	109	Brownfield
366	Devonshire Drive, Holystone	Remaining Urban Area	Residential and/or Employment	1.7	30	Mixed
369	Land at Telford St	Remaining Urban Area	Residential and / or open space, leisure and recreation	0.36	18	Greenfield
370	Land at Shap Road	Remaining Urban Area	Residential and/or open space, leisure and recreation	1.24	15	Greenfield
374	Land at Castle Square	Remaining Urban Area	Residential and/ or open space, leisure and recreation and/or Employment	2.03	14	Greenfield
377	Land at Sherborne Avenue	Remaining Urban Area	Residential and / or open space, leisure and recreation	1.46	20	Mixed
379	Gosforth Business Park	Remaining Urban Area	Residential and/or Employment	10.9	250	Greenfield
EMPI	Tyne Tunnel Trading Estate	Remaining Urban Area	Employment (light manufacturing, office, trade)	29	n/a	Mixed

## II Potential Development Sites

EMP2	West Chirton Industrial Estate Middle	Remaining Urban Area	Employment (light manufacturing, office, trade)	12	n/a	Brownfield
EMP3	Esso	Remaining Urban Area	Employment (advanced engineering, port & river related, distribution)	19	n/a	Brownfield
EMP4	Weetslade	Remaining Urban Area	Employment (distribution, waste management facilities)	32	n/a	Mixed
EMP5	Proctor and Gamble	Remaining Urban Area	Employment (light manufacturing, research and development, office)	9	n/a	Greenfield

Table 4

# 12 Implementation and Monitoring

## 12 Implementation and Monitoring

- 12.1** The policies and proposals set out within the Local Plan are intended to be ambitious in order to meet the requirements for growth and development in North Tyneside over the next fifteen years. National planning policy sets clear guidance about the importance of ensuring the policies and proposals of the Local Plan are deliverable within the plan period.
- 12.2** Therefore in preparing the Local Plan every effort will be taken to ensure that the proposals identified are deliverable, that the infrastructure necessary to support that development can be brought forward in the required time scales and, that the policies do not undermine the objectives and overall strategy of the plan by placing unnecessary burdens upon development.
- 12.3** The following policy sets out the Council's proposed approach to implementing and monitoring the policies and proposals of the Local Plan. It also sets out the steps the Council will take should the monitoring process indicate that any part of the plan is not being delivered.

### S/10.1 Monitoring and Local Plan Implementation

The policy and proposals in this Local Plan will be implemented in accordance with the Local Plan Delivery and Implementation Schedule and monitored annually through the North Tyneside Annual Monitoring Report (AMR).

If the AMR indicates that the aims and objectives of Local Plan policies are not being implemented, or that the overall level of growth and/or the delivery of specific development allocations are not being achieved, the Council will:

- a. Undertake a review of the relevant policy and implementation procedure to establish the issues affecting delivery;
- a. Review specific site allocations that propose development;
- b. Review the mechanisms for financial contributions to development, which may be impacting on development viability and ultimately affect delivery of policies;
- c. Develop further working relationships with various partners across the public, private and voluntary sectors in order to look at ways to facilitate implementation;
- d. Continue to work with adjoining local authorities and agencies to consider cross-boundary development needs;
- e. Consider the preparation of Supplementary Planning Documents to provide clearer guidance as to how policies should be implemented.

## 12 Implementation and Monitoring

- 12.4** The Local Plan Delivery and Implementation Schedule outlines how each policy in the Local Plan will be implemented and the indicators which will be monitored in order to assess the success of each policy.